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No. 17,683. 號三十八百六千七萬一第 日七十二月一十年寅甲 HONGKONG, TUESDAY, JANUARY 12TH, 1915. 二年禮 號二十月正年四國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO DEPART.

Jan. 12th.—Shanghai, North China and Japan *vid* Moji, Victoria, B.C., Seattle and United Kingdom *vid* Canada, at 10 a.m., per s.s. TAMBA MARU.

Jan. 12th.—Philippine Islands, Japan *vid* Nagasaki, Honolulu, United States, Canada *vid* San Francisco, at 11 a.m., per s.s. CHINA.

Jan. 13th.—Straits, Colombo, Suez, Port Said, Marseilles and United Kingdom, at 9 a.m., per s.s. HIRANO MARU.

Jan. 14th.—Europe *vid* Siberia, at 3 p.m., per s.s. LUCHOW.

Jan. 16th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. ARCADIA.

Jan. 16th.—Europe *vid* Siberia, at 4 p.m., per s.s. CHENAN.

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PORTLAND CEMENT.

In Casks 375 lbs. net.
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Hongkong, 9th December, 1914. [57

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Hongkong, 24th April, 1914. [91

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1914. 192

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every	15 minutes.
8.00 „	to 10.00 „	„	10 „
10.00 „	to 11.00 „	„	15 „
11.30 „	to 12.45 p.m.	„	15 „
12.45 p.m.	to 1.15 „	„	10 „
1.15 „	to 1.45 „	„	15 „
1.45 „	to 2.15 „	„	10 „
2.15 „	to 5.00 „	„	15 „
5.00 „	to 8.10 „	„	10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.

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7.45 a.m.	to 10.30 a.m.	Every	15 minutes.
10.30 „	to 11.00 „	„	10 „
11.30 „	to 12.00 noon	„	15 „
12.00 noon	to 1.00 p.m.	„	10 „
1.00 p.m.	to 5.00 „	„	15 „
5.00 „	to 6.00 „	„	10 „
6.00 „	to 7.00 „	„	15 „
7.00 „	to 8.10 „	„	10 „

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Hongkong, 29th May, 1914. [95

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Hongkong, 1st October, 1914. [44

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SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

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Dairen Ar.			
Dairen (S.M.B. Train) Lv.		3.30 p.m. / Wed.	Th. / Sun.
Mukden „ Ar.		11.25 „ / „	„ / „
Mukden „ Lv.		11.50 „ / „	„ / „
Changchun „ Ar.		7.10 a.m. / Th.	Fri. / Mon.
Changchun (Russian Train) Lv.		*9.00 „ / „	„ / „
Harbin „ Ar.		*2.00 p.m. / „	„ / „

1st Class Fares		Wagon-Lits for Moscow	Russian States Express for St. Pet'g.	Russian States Express for Moscow	
$ 40.00	Harbin (Russian Train) Lv.	*10.10 a.m.	Sat.	Th.	Mon.
	Changchun „ Ar.	*4.30 p.m.	„	„	„
Y 11.50	Changchun (S.M.B. Train) Lv.	5.45 „	„	„	„
	Mukden „ Ar.	0.45 a.m.	„	„	„
	Mukden „ Lv.	1.55 „	„	„	„
Y 14.95	Dairen „ Ar.	9.00 „	Sat.	Fri.	Tues.
	Dairen (S.M.B. str.) Lv.	Noon	Sat.	Th.	Th.
Y 40.00	Shanghai „ Ar.	Formosa	Mon.	Mon.	Sat.
				Kobe	Sakai

*Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.

* With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.

The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.

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Hongkong, 1st December, 1914. [33

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Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.

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Hongkong, 27th June, 1914. [34

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HONGKONG HOTEL
AND
GRILL ROOM.

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Hotel electrically lighted, and under experienced European Supervision. GUIDES AND CHAIRS PROVIDED. Every Information and Special Attention given to Tourists.

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THE

TURKISH CIGARETTE.



$1.25 FOR A TIN OF 50 CIGARETTES.

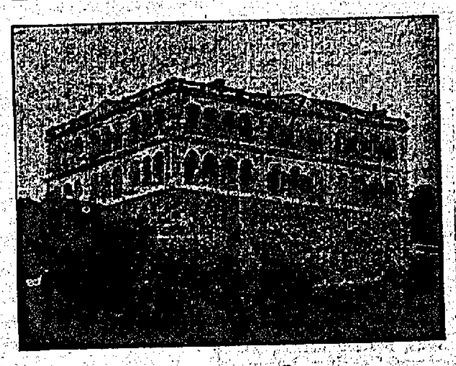
IN RETURN FOR SIX EMPTY TINS

WE WILL SEND YOU

ONE WESTMINSTER 1915 CALENDAR.

Hongkong, 6th January, 1915. [139

BOA VISTA HOTEL,



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THE above HOTEL is now under NEW EUROPEAN MANAGEMENT. Tourists and Visitors are Guaranteed every comfort and an excellent Cuisine. Best attention and moderate rates.
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THE MANAGER.

Hongkong, 21st December, 1914. [59

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SCOTCH TWEED AND CHEVIOT

SUITINGS

$30.00 to $35.00

Usually $45.00 to $60.00.

FIT AND STYLE GUARANTEED.

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LORD KITCHENER ON THE WAR.

TALK WITH AN AMERICAN WRITER.

ONLY ONE END POSSIBLE.

[FROM "THE TIMES" CORRESPONDENT.]

NEW YORK, December 3rd.

Through the courtesy of the editor of the *Saturday Evening Post* I am permitted to cable to you extracts from a narrative published to-day by Mr. Irwin Shrewsbury Cobb of an interview he had with Lord Kitchener—"the only interview Lord Kitchener has given since the outbreak of the war."

Mr. Cobb, who had just returned from Germany, was received by the Field-Marshal in his room in the War Office. At the outset of the conversation Lord Kitchener observed:—"I do not mean to ask you any question that one gentleman might not properly ask another gentleman, but if, in my desire to serve our side, I should ask you something that you do not feel you can in honour tell, I hope you will be perfectly candid and say as much." Lord Kitchener wished to learn something of the Kaiser's soldiers, and whether they realized the great, tremendously great, mistakes made by their own generals.

"How," he asked, "do the Germans regard our soldiers?"

Mr. Cobb said:—"They say the English soldiers are hard fighters—the hardest fighters they have met, and particularly do they speak well of the fighting qualities of the Scotch, though they say there are not enough British troops in the field to prove any considerable factor in the final result in the Western campaign."

Lord Kitchener, Mr. Cobb notes, permitted himself the luxury of a small smile. "That," he said, "is a defect, if it be a defect, which we are taking steps to remedy."

Mr. Cobb gave Lord Kitchener the belated German excuse for the invasion of Belgium that the Belgian Government was actually the ally of France and England before the war started.

"In other words," commented Lord Kitchener, "the Germans prepared their *alibi* after the act was committed—which weakens the *alibi* without excusing the act. It is a poor defence that must be charged in the middle of the trial."

"War," Lord Kitchener proceeded, "has its ethics; but if ever a soldier is to become judge of the behaviour of the civil population of a hostile country, if he is to be not only judge and jury, but the inflictor of punishment, why then, to my conception, he loses his proper ordained functions as soldier and becomes executioner. If that standard is to prevail throughout the world we cease to enlist soldiers, we enrol, instead, hired executioners. Years ago in the Sudan I was called on to fight an enemy who practised this code, but that enemy was a savage, so-called, and the Germans, they themselves tell us, are exclusive owners of the highest civilization the world has ever seen."

FAILURE OF THE INVASION.

When Mr. Cobb mentioned that the Germans admitted that they had changed their time schedule and that it would take a long time to end the war, Lord Kitchener brought his fist down hard on the table, and said slowly:—

"They are right in one regard; it will take longer than a year to end this war. But they are wrong when they think they are going to win—if, indeed, in their hearts they honestly think that. Their campaign in the West is a failure, and it will become more and more a failure as time passes. When an army of invasion has ceased to invade . . . when that army hides itself in trenches and fights at long range, it is doing nothing but waste itself, and especially is this true when an army, having reached its maximum strength, efficiency, and aggressiveness months before, is now losing in all those essentials. To lie in that unending chain of trenches which stretches across Northern France hundreds of miles like a long, grey snake, that is not waging a successful campaign. Dropping bombs on cities is not waging war: this costly, spectacular by-play which counts for nought in the final result, and really does not count in the detail of momentary advantage. Paris might be captured: the war would still go on. England might be invaded, though I believe the enemy have not yet worked out complete plans for that undertaking; still the war would go on. Germany might take and keep the other side of the Channel as she has already taken Antwerp; still the war would go on. This war is going on until Germany has been defeated."

"There is no other possible contingency, Lord Kitchener," I said. "In your opinion how long will this war last?"

"Not less than three years," he said. "It will end only when Germany is thoroughly defeated, not before—defeated on land and sea. That the Allies will win is certain. That for us to win will require a minimum period of three years is, I think, probable. It might last longer, it might end sooner. It can end in only one way. If Germany gives up sooner so much the better for Germany and for us and for the world. If three years are required for the undertaking or more than three years, the world will find that we for our part are prepared to go on, determined to go on, certain to go on. In any event, the war can have but one outcome—one ultimate conclusion."

THE KITCHENER INTERVIEW

Mr. Cobb, the American journalist, who it was reported a month ago had interviewed Lord Kitchener, wrote an account of it which would fill a whole page of the *Daily Press*. This is what the Press Bureau said of it:—

"With reference to the so-called interview with Mr. Cobb which has appeared in the Press, although Lord Kitchener saw Mr. Cobb for a few minutes on October 21st, nothing in the nature of a special interview was granted, and the remarks attributed to the Secretary of State are imaginary."

This, it will be noticed, is a much more definite repudiation of the alleged interview than was telegraphed by Reuter five weeks ago

FIFTEEN NEW SUPERDREADNOUGHTS.

MR. CHURCHILL ON ADDITIONS TO THE FLEET.

SUCCESS OF THE WAR LOAN.

Before Parliament adjourned until February 2nd, speeches of the first importance were made by Mr. Churchill on the work of the Navy, and by Mr. Lloyd George on the finance of the war.

Like Lord Kitchener in his review of the work of the Army, both Ministers gave an account of their stewardship which enabled them to survey the past with satisfaction and to face the future with confidence. The strength of the national position may be judged from the core of each speech. Mr. Churchill, in announcing that the Navy will receive an accession of 15 battleships by the end of 1915, as compared with a maximum reinforcement of three to Germany, could claim that we could afford to lose a super-Dreadnought every month for a year and still retain the superiority we had at the declaration of war. Mr. Lloyd George, in informing the House that the War Loan has been oversubscribed, was able to make the proud boast that Britain had raised by loan the highest sum of money ever raised in any country without resort to any of Germany's expedients in raising a much smaller loan at a higher rate of interest.

THE COMMAND OF THE SEA.

Mr. Churchill, after giving reasons which were later freely accepted by Mr. Bonar Law for not discussing the rights and wrongs of particular actions in the past, expressed his sense of the deep debt of gratitude which the Admiralty owed to the Press. Drawing the attention of the House to some of the larger aspects of the naval situation, the First Lord noted with satisfaction that the loss to our mercantile marine so far had been 1.9 per cent., as compared with the estimate of 6 per cent. before the war, and that the danger from mining was being further restricted and controlled. An oversea invasion was brushed aside with the remark that it was an enterprise full of danger for those who might attempt it. Knowing all the circumstances, he thought we had had a very fair share of the luck. As for the German policy of attrition, the results so far were not unsatisfactory to us.

Nor, Mr. Churchill went on, was there any attrition by wear and tear. The refits of the Fleet are being regularly conducted, the health of the sailors is nearly twice as good as in peace time, and the conduct of the men in the Grand Fleet is almost perfect. The zeal and enthusiasm with which they are discharging their duties inspires those who lead them with the utmost confidence. Mr. Churchill warned the House that the despondent views which had lately got about were prejudicial to the public interest. There was no reason whatever for anxiety or alarm. There was every reason for complete confidence in the power of the Navy to give effect to the wishes and purposes of the Empire. Even if we were single-handed, we should have no reason to despair of our capacity to go on indefinitely drawing our supplies from wherever we needed them and transporting our troops wherever we required them.

SOLIDITY OF BRITISH CREDIT.

It was an equally fascinating though more matter-of-fact story that the Chancellor of the Exchequer had to tell of the maintenance of British credit in face of the greatest financial crisis the country had ever seen. The £350,000,000 to £500,000,000 worth of bills of exchange which were based on British credit at the outbreak of war have all been disposed of in the ordinary course, with the exception of £50,000,000, which will remain "in cold storage" until the end of the war. The total loss on the whole transaction will not be equal to the cost of a single week of carrying on the war. No foreigner can point to any bill of any established house which has been dishonoured.

In spite of the war, the Chancellor of the Exchequer declared, we are still supreme in international trade and commerce. The British money market is in a better position to-day than any other in the world. When we were borrowing for a war costing us from £300,000,000 to £500,000,000 a year, other countries were coming here to borrow. The balance in the Bank of England at the beginning of the war was £26,000,000. We did not suspend the Bank Act or gold payments, the Bank rate has been put down, and the gold in the Bank now amounts to £85,500,000. We are practically raising £440,000,000 in the same market for the same purpose under the same conditions. The feature of the loan has been the enormous number of small applicants, nearly 100,000, as compared with about 25,000 who applied for the last loan in the Boer War; Mr. Lloyd George announced that the first allotments will be made to these patriots. No wonder that he expressed the conviction that British credit is built on solid foundations which no foreseeable contingency can destroy.

THE COST OF WAR.

Says an American contemporary:—

The fear of war is consuming the homes of the rural and village populations of Germany, France, Great Britain and the United States in a single generation, according to a bulletin on the school observance of Peace Day, which is soon to be issued for free distribution by the United States Bureau of Education.

In discussing the cost of war the bulletin says in part: "War debt began with the nineteenth century. Not until the establishment of constitutional government had nations any credit in the world of finance. The bond of a king was notoriously bad security. Since 1800 the war debts of the nations have grown by leaps and bounds. That of Europe as a whole amounts to more than $26,000,000,000, bearing interest at the rate of $1,150,000,000 per year. All these 'endless caravans of ciphers' represent sums which have never been paid, will never be paid, can never be paid, so long as the present system of national armament goes on. For practically the entire amounts now raised by taxation in civilized nations go into the support of armies and navies. The United States, in splendid isolation from old entanglements, without an enemy in the world, and bound by ties of blood and commerce to all civilised nations, spends 73 per cent. of her income in this way. The civil or non-military expenditures of Europe are so small as to be negligible.

"At the present rate of expenditure the four countries of Germany, France, Great Britain and the United States will spend in the next forty years, the life of one generation, for the support of armies and navies an amount sufficient to build 20,000,000 country and village houses at an average cost of $2,500 each. With father, mother and four children in each of these houses they would furnish homes for 120,000,000 of people, which is more than the total present population of these four countries living in villages and the open country. Thus the fear of war is consuming the homes of the rural and village population of these great nations in a single generation.

It is estimated that the total direct cost of the armies and navies of the world each year in time of peace is $2,500,00,000, which equals the total valuation of the wheat and corn crops of the whole of the United States.

THE CHANT OF HATE.

A REPLY.

Little Belgium is so small
You never mentioned her at all.

The following is an answer to the remarkable "Chant of Hate against England," by Ernst Lissauer, printed in *Jugend*, the well-known Munich comic weekly, and reproduced in *The Daily Mail*. The English translation was made by Barbara Henderson for the *New York Times*, which received the answering verses from Beatrice M. Barry on the day of its publication:—

French and Russian, they matter not,
For England only your wrath is hot;
But little Belgium is so small
You never mentioned her at all—
Or did her graveyards, yawning deep,
Whisper that silence was discreet?

For Belgium is waste! Ay, Belgium is waste!
She welters in the blood of her sons,
And the ruins that fill the little place
Speak of the vengeance of the Huns,
"Come, let us stand at the Judgment place,"
German and Belgian, face to face,
What can you say? What can you do?
What will history say of you?
For even the Hun can only say
That little Belgium lay in his way,
Is there no reckoning you must pay?
What of the Justice of that "Day"?
Belgium one voice—Belgium one cry
Shrieking her wrongs, inflicted by
GERMANY!

In her ruined homesteads, her trampled fields,
You have taken your toll, you have set your seal;
Her women are homeless, her men are dead,
Her children piteously cry for bread;
Perchance they will drink with you—"To the Day!"
Let each man construe it as he may.
What shall it be?
They, too, have but one enemy:
Whose work is this?
Belgium has but one word to hiss—
GERMANY!

Take you the pick of your fighting men
Trained in all warlike arts, and then
Make of them all a human wedge
To break and shatter your sacred pledge;
You may fling your treaty lightly by,
But that "scrap of paper" will never die!
It will go down to posterity,
It will survive in eternity.
Truly you hate with a lasting hate;
Think you you will escape that hate?
"Hate by water and hate by land;
Hate of the head and hate of the hand."
Black and bitter and bad as sin,
Take you care lest it hem you in,
Lest the hate you boast of be yours alone,
And curses, like chickens, find roost at home
IN GERMANY!

HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

MUSKETRY (STANDARD TEST).

1.—Musketry (Trained men only) will be carried out as follows:—
Saturday, 16th instant, Scouts Company at 2.30 p.m.
Sunday, 17th instant, Scouts Company at 9.30 a.m.
Members must attend punctually at the times stated above. Any man attending late will not be allowed to fire.

NOTE.—Only members who have fired Part 1 can fire the Standard Test. Officer on duty in the Butts: Saturday, 16th inst., Lieut. Rees; Officer on duty in the Butts: Sunday, 17th inst., 2nd-Lieut. Lindsell. An Officer of the Scouts Company will attend to take charge of the firing point each day and sufficient N.C.Os. of the Company will attend to assist the Instructor.

PARADES.

2.—Parades for to-day (12th instant), 5 p.m. Musketry Instruction on Kennedy Road Range for the following Recruits:—Right Section M.G. Co. Ptes. Archie, Alves, Benjamin, Castro, Cordiero, F. Ellis, G. Fisher, D'Azevedo, A. Garcia, R. Garcia, A. H. Hyndman, and H. Hyndman. S. M. Colley, D.C.L.I., will attend. Service rifles to be carried.
5.15 p.m. Nos. 1 and 2 Sections Artillery and Left Section M.G. Co. 10 pdr. drill at Headquarters.
Remainder, Musketry Exercises and Aiming Drill under Co. Commanders.

DETAIL.

3.—Orderly Officer: 2nd-Lieut. Murphy.
Orderly Sergeant: Sergeant Frith.
To furnish Guard to-night (Tuesday): Scouts Company.

G. E. STEWART,
Adjutant, H.K.V.C.

A Petrograd message of December 28th says the Russians, who suffered mysterious casualties when marching through East Prussian villages, have now discovered that many German civilians are provided with gun-sticks.

INTIMATIONS

CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864).

SOLE AGENTS FOR

FALCON LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?

[15

UNABLE TO WORK ECZEMA SO BAD

Pimples All Over Body. Burning and Itching. Could Not Sleep or Rest. Used Cuticura Soap and Ointment. Well As Ever.



135, Fleet St., Ashton-u-Lyne, Lancs., Eng.—"I suffered from a bad case of eczema. It commenced itching underneath the skin and then broke out with pimples all over my body. They grew larger and then broke out a mass of sores. I was unable to work for about eight weeks, suffering great pain. It caused burning and itching and I could not sleep at night or rest anywhere for about six months.

"I tried treatment but all failed to do me any good. I saw the advertisement of Cuticura Soap and Ointment and I used them three months and the sores all came off my body in scales and then they began to heal and the pain left me altogether. I feel as well now as ever I did in my life." (Signed) Fred Schofield, Aug. 20, 1913.

Retain your good looks, keep your skin clear, scalp clean and free from dandruff, hair live and glossy, hands soft and white, nails sound and shapely. Cuticura Soap, with an occasional use of Cuticura Ointment, will promote and maintain these coveted conditions in most cases when all else fails. Besides, in purity and delicate emollient properties they meet with the approval of the most discriminating.

Samples Free by Post

Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[68-6

THE IDEAL DISTEMPER

"SYNOLEO"

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"SYNOLEO" is the Distemper supplied in a beautiful range of artistic tints, suitable for inside or outside use, which produces that soft velvet finish so looked for in modern House decoration.

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WILKINSON, HEYWOOD & CLARK, LD.

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ALEXANDRA BUILDING.

Telephone: 763.

Hongkong, 17th November, 1914. [106-3

THINGS THAT HAPPEN IN THE TRENCHES.

BY ONE WHO HAS BEEN THERE.

The following article on happenings in the trenches will give some idea of how the British Tommy occupies himself when face to face with the Teuton:—

People at home do not know much about what life in the trenches is really like. Most of them imagine it a "lark" or a picnic, but I can tell them it is anything but that. I will try to describe how my comrades and I lived it for ten days and nights on the bank of the Aisne. After having marched the whole day and most of the previous night we finally make a halt in the dark, eagerly longing for our well-deserved supper and still more well-deserved rest and sleep. But immediately after halting a shout goes up:—"No grub! The supplies have been captured by the Germans!"

"D—— the Germans!" we say, and with empty stomachs we prepare for rest. But no sooner have we rolled ourselves in our overcoats than the order comes: "Trenches to be dug immediately and to be finished before dawn." Now the digging of such trenches is no small work. Each trench is about two yards broad and five feet six inches deep and from half a mile to a mile in length. One side is perpendicular and the other slants upwards to give easy access to the rear, or sometimes to the front, as the case may be. When the trench slants frontwards it is to enable the boys the more easily to get at the enemy with the bayonet, a thing that the Tommy loves but the German fears. He shudders before the steel, as a Tommy said, and he had occasion to know.

There is neither time to cover the bottom or the sides of the trench nor any material at hand to do it with. You just jump down into the raw earth and there you stand up and fire if you get the chance, and there you sleep and there you eat. But very soon the trench gets wet from moisture in the soil and the rain, and then the water soaks the bottom of the trench and you sometimes stand ankle-deep in it.

In these comfortable apartments you stay day and night and night and day. Your "grub" is from your emergency rations—tinned beef and biscuits—and the water that you are able to get hold of. The beef is all right when it is tinned. But very often the tin is pricked when you come to use it by accidentally having been hit against something hard, such as the metal fittings of a wagon or a spur or a bayonet, or by having been actually struck by a piece of an exploded shell, and then the formerly red and nourishing beef is green and filthy and perhaps able to "walk by itself." But it goes down just the same, for your hunger has to be stilled in some way or other.

There are several stories connected with "grubbing" which show what a fine fellow our Tommy is. An officer's tin had been pricked, but of course he said nothing above some mild oaths all by himself and sat down on his coat to munch the green stuff which once had been beef. But suddenly a private stood in front of him with his red and fresh tin in his hand and held it out and said: "Let me have yours, sir, and you take mine; it makes little difference to me, I am used to it." Of course the officer refused and sent the man back to his place, but he forgot neither the man nor his offer.

The trench being entirely uncovered is open to sun and rain and storm and shells. A covering of boards and earth and grass would be very nice against rainstorms, but nothing can protect you from the shells except perhaps a concrete roof a couple of yards thick at least. For when a shell bursts on the ground it digs a hole in the earth three yards deep. We in the trenches consider the "life-danger radius" of the shell to be about fifteen yards, but there is nothing to prevent you from being killed by a shell bursting more than a hundred yards away from you. Once a shell exploded just on the surface of the Aisne and it threw up a spout big enough to drench every man in our trench, which lay about two hundred yards away from the bank. One can imagine the size of the spout. It was a magnificent sight and we wished the Germans would give us some more "water-pantomimes." But unfortunately they gave us something else. Their aeroplanes had a very unpleasant habit of finding out just where our trenches lay and signalling the position with puffs of smoke, and then the shells began to drop down on us, sometimes into the very trench itself.

Now there you stay in the trench with the shells bursting and mangling and killing around you, and you can do nothing. If you show as much as your little finger above the edge of the trench a volley of bullets is immediately fired at that finger. We amused ourselves by sticking a cap on a rifle barrel and popping it up above the edge of the trench like a man peering out, just to see how many volleys the Germans would fire before they found out that it was only an empty cap. And often when we left a trench to occupy a new one, which always had to be done at night, we left in the old one a few caps sticking up. Then it was great fun the next day to see the Germans firing volley upon volley at those caps and shelling the empty trench. Next night perhaps we would again return to the old trench.

There were brave and fine fellows on both sides. A Londoner, a fellow always joking and in high spirits, was struck by a bullet which went through the soft part of his cheek, knocked off one tooth, and went out again through his mouth, which he fortunately held open. Feeling the blood and the missing tooth he laughingly remarked: "Now isn't that kind of the Germans? I wanted to pick that tooth, and I had no toothpick at hand. Now the Germans have picked it for me."

And there was a German lad who was a soldier any army would be proud of. His comrades were half crazy from thirst when this fellow gathered up a dozen water-bottles and ran through a hellish fire down the bare slope to the water of the Aisne. Here he was under temporary cover and calmly filled his bottles. But all the time he knew that every man in the trenches on the other side was watching the spot where he should reappear. And there he came, running for life with the water-bottles rattling in his hands. It seemed a miracle that he could escape, but he escaped, and if still alive is still thinking that it was a miracle. But when the English officer in the trench nearest to the river asked his men whether they were such poor marksmen that they could not hit a mark as easy as that, they answered him as one man: "We could, but we wouldn't, sir. That plucky fellow deserved to get back to his thirsty pals with the water. But we let him have it about his ears just to warn him not to get thirsty too often." And the officer smiled and was in full accord with his men.

When night falls, those whose turn it is knock off for sleep. They sleep where they are, spread their coats on the earth if they have brought their coats with them, and if they have not they lie down as they are in the dirty and wet ditch. And sometimes sleep comes, but often their nerves are strung to such a pitch that sleep is impossible. The others watch. And, believe me or not, a night there on the bank of the Aisne is one of the grandest sights I have ever seen. Imagine a deep blue sky dotted with myriads of stars. Below float the quiet waters of the river, a broad velvet band, bluish green with sudden streaks of silver, and on both sides dark green slopes with trees in the background. And that background is lined with puffs of smoke, little white balloons fringing the border all the way. And suddenly a light blazes out, a sharp, yellowish-white light which lifts everything into a fantastic day so that you can see the little blue blades of grass moving. But with the same suddenness all again sinks into night. It was a shell exploding. And if it were not for the hideous noise of the shells one could not wish for a grander scene. But in spite of the horrors of dirt and disease and death I hope soon to be again in the trench among my pals. There is life for me there, although death may lie in waiting.

ARBITER OF DESTINY.

FACTS ABOUT NITROGEN AND ITS USE IN WAR.

Nitrogen is the most vital element in the constitution of the world. In peace time it decides the issues of life, in war time the destiny of nations. In practically all the food we eat there lurks nitrogen, and of every explosive, from gunpowder to tri-nitro-toluene, nitrogen is a component. In the "free" state it is a listless, colourless gas. It forms four-fifths of our atmosphere, and towards the remaining fifth, oxygen, it performs the same function as does the water to the whisky. In this state its very inertness is a sign of its latent powers. These become patent only when it is mated to some other element or collocation of elements. Then its capabilities for good or evil get their chance of full development.

The ultimate source of nitrogen is the ocean of air at the bottom of which we live, its proximate source the food we eat, and between the ultimate and proximate sources occur its fixation and elaboration. The soil is the fixing factory, the plants and animals the elaborating centres. The fixing is largely the work of minute bacteria, which possess the power of grafting on hydrogen and oxygen to the nitrogen. These simplest of nitrogen products pass into the plant by way of rootlet, stem, and leaf-veins to the elaborating chambers of the leaves. There the minute particles of leaf-green, urged to action by the vibrant energy which eternally pulsates outwards from the sun across the ninety-three-million miles of the universal ether, forge the simple nitrated units to form the proteids which will replace muscle, sinew, or brain substance.

But Nature's processes are slow, man's necessities are insistent. He needs dyes, synthetic medicines, perfumes, poisons, and explosives, so he has to fix the nitrogen for himself. He has long known that the lightning flash will forge nitrogen to oxygen, and he has harnessed the lightning to drive his trams and cook his meals, so he bends it further to his will to make oxides of nitrogen which will yield the nitrogen acids. With these in hand he can proceed along whatever road he pleases, whether he has need for food, for medicine, for gunpowder, or for dynamite. With it he can extract his gold, and test it when extracted, he can perfume his handkerchiefs or make fortresses untenable, he can enrich the soil, or make tri-nitro-toluene. Wheat is the prime necessity of the world, and for a good wheat crop manure is essential, it is the food of the wheat plant, and that food is neither more nor less than "fixed" nitrogen; in fact, the value of manure is in direct proportion to its yield of "fixed" nitrogen. That is nitrogen in its beneficent guise.

There is another side to this restless element. The foundation of most modern high explosives is nitro-glycerine. Now glycerine is absolutely curatical in the excellence if its properties, though its composition reveals that it is an alcohol. Even the ingenuity of man has found no bad use for it; it helps to make hides into leather, lubricates our watches, and prevents the water in our gas-meters from freezing. Its character is blameless, its characteristics innocuous. Now stir some of this sweet, colourless, oily liquid into some nitric acid steeped in the strongest oil of vitriol. A subtle and profound change takes place. Upon the surface of the mixture there presently appears a yellow oil, with a sweetish burning taste, a statement that is better accepted than proved, for it is poisonous. Heat it, and it explodes with violence; detonate it, or, better still, get someone else to detonate it, and the explosion is terrific in its intensity. It is obviously no longer glycerine with which we are dealing. Its character has entirely changed, it is nitro-glycerine which has resulted, and nitrogen is the cause of the evil characteristics it has taken on. The action of nitrogen upon toluene, a coal-tar product, is equally fatal, for it results in tri-nitro-toluene, which confined in a torpedo sent the *Hawke* to the bottom. Link it on to iodine and the result is a compound which will explode if a gnat alights upon it.

The marsh gas which bubbles up from the bed of a stagnant pool nitrogen will convert into prussic acid. We can neither live, move nor have our being without nitrogen. To soldiers it comes with the commissariat and the ammunition wagon. As food, the nitrogen nourishes their bodies, and as an explosive sets free their souls.

SECRET OF RUSSIAN VICTORIES.

NOT ACCORDING TO RULE.

AN AUSTRIAN GENERAL'S TRIBUTE.

The *Morning Post's* Petrograd correspondent writes on November 3rd:—A well-known Russian Admiral on active service who was some time ago summoned to the headquarters of the Grand Duke Nicholas, met an Austrian general there who had recently been taken prisoner. He states that the Austrian, whom he had met under very different circumstances in former years, was extremely anxious to exculpate his chiefs for the disastrous Galician campaign.

"We do not claim," he said, "to have studied the science of war all our lives, or to have read all the history and literature of wars in all ages, but you Russians know nothing of the rules of military science. We knew you could only be ready the fourteenth day after mobilization, and we should have beaten you, but you were at us the ninth day. That is not in the rules.

"Then every military expert knows that the limits of human endurance forbid the covering of more than sixteen or eighteen miles a day, but your men did thirty and even forty. How could we know that? How did you do it? By all the rules of war we ought to have beaten you, the blame is yours, not ours. You may have won, but by all the rules we have not lost."

The splendid compliment conveyed in this bantering tone by the captured general to his old friend reveals the secret of all Russian successes. There is only one rule in war—beat the enemy. All the rest is an art which creates its own rules, and neither the Germans nor the Austrians are artists in war; but are merely pedants, useful as teachers perhaps, like sign-posts which show the way but never get there. That is Russian opinion from the Commander-in-Chief's Staff down to the Reservist after his first battle, and runaway boys who scout for the regiment and bring water to the helpless wounded when the fight is over.

Some Russian friends of mine have received extremely interesting letters from a Russian civilian official who happened to be in Warsaw when the fight took place and had the good luck to view the scene through a field-glass from a high bridge spanning the Vistula. I await permission to use these letters, but I may say that he states that the Germans approached to within five and a half miles of Warsaw before being flung back. Twenty-four hours later they were twenty-six miles away, which is good marching over Polish roads in autumn under the circumstances.

A DARING ESCAPADE.

Here is a story told by an Esthonian in a letter to his brother:

"Seven of us went out one dark night to spy the enemy's position, especially his guns. Their sentries move clumsily, and we got there all right, but stayed too long. We were surrounded and captured. The brutes took our money, but the way they snatched our biscuit and chocolate and wolfed it down on the spot told a tale. They took our boots off us, too, and then began torturing us by forcing our fingers backwards to make us tell them what they asked. Some mysterious noise interrupted them—none could make out what—but they went to work again.

"When the noise was repeated one of our fellows sprang up yelling 'Cossacks, Cossacks.' You should have seen the way the brutes scattered. We bolted and ran two miles bare-foot, mostly in the woods, to our own lines. They pursued, but we had the start, and they only got one of us, whom they shot dead, the rest of us being untouched. I don't know now what that noise was, but it saved us, and we had all the information we wanted. We beat them handsomely next day. I have been in seven big fights and am still untouched."

THE RUSSIAN COMMISSARIAT.

The Russian has always been known for the hardiest fighting animal on record even under the worst possible conditions. This war is being waged in one important respect under the best possible conditions, namely, as regards food. During forced marches the Russian does the best he can on black bread, rusks, and tea, with plenty of sugar, and plain chocolate, all of which he carries on him. But otherwise he has been exceptionally well fed, getting a meat allowance, which is not habitual diet with the majority of the Russian peasantry, the ration being considerably over what is given in other European armies. Then he has wholesome cabbage soups and plenty of that tasty Russian black bread which has such invaluable feeding properties. The peasantry in all the provinces behind the Russian fighting lines are baking bread for the armies, being paid for the work done, and having in addition the overweight which is the baker's profit.

GOLD AND SILVER.

DRACONIAN LAWS AGAINST EXPORT FROM GERMANY.

Messrs. Samuel Montagu & Co. in their latest report to hand state that the German Bundesrath has issued an order prohibiting the export of gold under a penalty of one year's imprisonment and a fine of £250. The steps taken to prevent export of German coin, silver as well as gold, are of Draconian severity, for it is stated that neutral travellers passing from Germany into Holland are searched and forced to exchange for German notes any gold or silver coin which may happen to be in their possession.

Messrs. Montague & Co. make the following remarks on the silver market:—In silver the tone has been fairly good, with an inclination towards higher prices. The amount of supplies has been limited, and this fact really governed prices, rather than urgency of demand from any particular quarter. Silver has been required for coinage purposes, but buying orders for the Indian bazaars have been rather intermittent of late.

THE ENGINEER.

A MACHINERY WAR.

PERSONALITY OVERSHADOWED.

Whatever it may be to the world at large, it must be evident enough to the profession that modern war is mainly a matter of engineering science. War, such as the tremendous conflict in which the vast armies on the Continent of Europe are now engaged, is no longer the result of hate or anger or passion on the part of the actual belligerents. The days are past when the combatants, under the influence of excitement and animosity, fought face to face at close quarters, and when battles were won by virtue of superior forces or by the strength of the right arm. Kings and potentates and politicians have their aims and designs; but the soldiers, often with no knowledge whatever of the disputes which led to the hostilities, fight merely because it is their trade. They are not actuated by bitterness and indignation, as likely as not in the battle they do not see the enemy, the triggers are pulled and the guns are served by those who are pawns in the game; theirs but to do as ordered and die if needs be as a matter of business. The German soldiers in Belgium thought for a time that they were fighting France, and when they knew that they were Belgians it made no difference, they had no quarrel with one or the other. And then they struck across the British. What were they doing there? They had been led to believe that the British were cowards and would never fight. When they were taken prisoners they were quite ready to be captured, and were immediately on amicable terms with their captors. Why not? There was no personal quarrel to make war intelligible. In fact, war as a logical and rational business has disappeared. But behind the soldiery is the real organisation by means of which modern battles are fought; it is a war of engineers and machinery, and we come back to what was the original meaning of the word engineer, which was applied only to persons in the military profession. In a civil sense it was not used till as late as the 18th century, when stout John Smeaton, of Eddystone lighthouse fame, dubbed himself a civil engineer to denote that he was a civil practioner and was not in collusion with military men. The engineer had previously been one concerned with engines of war. "For 'tis sport," said Shakespeare, "to have the engineer hoist with his own petard"; and again, "Then there's Achilles a rare engineer" undermining the walls of Troy. The engineer, or as then spelt engiuer, was a person directing war engines and weapons for destructive purposes, and designing and constructing forts and fortifications and siege-works for purposes of defence. It is in this sense that in the present war the engineer is again so prominently in the front rank of importance. The fighting of to-day is chiefly a question of machinery and mechanics. Generalship is no doubt required on the part of the leaders, staunchness and courage on the part of the rank and file, but more often than not it is engineering skill that decides the battle. The rifles, the quick-firing small guns, the heavy cannon and howitzers, and the means of transporting guns of immense weight by steam lorries all mean engineering. The splendid mobility of the German army is a triumph of engineering, the railroads, the armoured trains, the cars and the armoured cars, the motor-cycles, the steam transports for artillery and ammunition and commissariat are all engineering. Whether forts can stand attack, or whether they can readily be reduced brings into prominence the superior or inferior skill of the opposing engineers. The fort of Namur was believed to be capable of prolonged resistance, but it was shattered in twenty-four hours by Krupp's heavy howitzers, and it is said that Krupp's skilled mechanics fired every shot. The aircraft, which have proved so invaluable on both sides for purposes of reconnaissance, for detecting the positions of the troops and for directing the artillery fire, are engineering manufactures. Indeed, the present war has been described as a "petrol war," so essential a part on land and in the air has petrol played. And naval warfare is still more an engineering question. It is no longer a test of courage and seamanship, but of science. A dreadnought is a "scientific laboratory." A modern battleship is nothing but an engine of destruction designed by engineers. The great guns and the means by which they are brought into use, the submarines, the torpedoes, the destroyers, and the mines are engineering manufactures. It is, in fact, a machinery war; and as long as wars continue the nation whose war machine and organisation are most efficient will *ceteris paribus* stand the best chances of success. It is no more a question of hand-to-hand conflict, but a combat of science in which the skill of the engineer—to give the word its old spelling—will be everlastingly in requisition.—*Indian Engineering.*

SIR HERBERT TREE'S EPIGRAMS.

Sir H. Beerbohm Tree made a speech recently bristling with epigrams. For example:—

It is only in middle life that we learn to toe the line of expediency.

To be oneself is the greatest of luxuries—and the most expensive.

A gentleman is one who does not care whether he is one or not.

Not all people who are gifted with intellect have the saving grace of intelligence.

"Our Betters" was the title of the address, and the closing epigram was that "our only Betters are Ourselves."

WAR BREVITIES.

The Imperial Indian Relief Fund now totals 65 lakhs.

Of 140,000 Northumberland and Durham miners 40,000 have joined Lord Kitchener's army.

Unless the war has ended Henley regatta will be abandoned for the first time since its inauguration in 1839.

INTIMATIONS

LANE, CRAWFORD & Co.

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COMMENCING FRIDAY, JANUARY 15TH.

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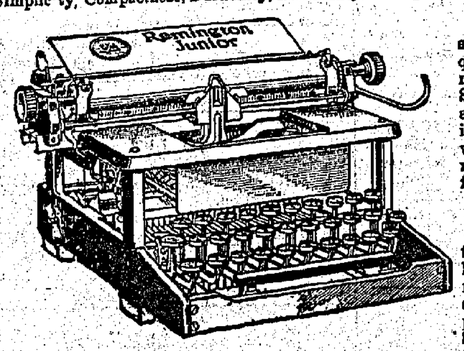
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Simplicity, Compactness, Durability, Portability. Weight 10 lbs., in leather travelling case 21 lbs



The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.
HONGKONG AGENCY, QUEEN'S BUILDINGS.

Hongkong, 30th November, 1914. [60



NOTICE.

WE HAVE BEEN APPOINTED

SOLE AGENTS

IN HONGKONG AND SOUTH CHINA FOR

SAKURA BEER

BREWED AND BOTTLED BY

THE TEIKOKU BREWERY CO., LTD.,
MOJI, JAPAN.

This is an Excellent Beer and moreover CHEAP.

PRICES, ETC., ON APPLICATION TO—

DONNELLY & WHYTE,
WINE AND SPIRIT MERCHANTS.
TEL. 636.

Hongkong, 30th November, 1914. [49

NEW ADVERTISEMENTS

WHANGPOO CONSERVANCY BOARD.
Notification No. 55.

TENDERS FOR DREDGING PLANT.

TENDERS are hereby invited for the supply of A.—ONE STATIONARY BUCKET LADDER RIVER DREDGER of an actual working capacity of about 400 cubic yards per hour in hard sand and 45 foot maximun dredging depth. B.—ONE STATIONARY FLOATING PUMPING PLANT (for pumping ashore dredged material contained in barges) capable of an actual working output of about 500 cubic yards sand per hours.

Tenders may be submitted for either or both of the above items. In case of tendering for both dredger and pumping plant, the tenders must be submitted separately for each item

Printed specifications may be obtained on written application to the Engineering Department, 6, Kiukiang Road.

Sealed tenders for "A" marked "TENDER FOR DREDGER" and for "B" marked "TENDER FOR PUMPING PLANT," addressed to the "WHANGPOO CONSERVANCY BOARD, Shanghai," must be sent in so as to be in the Board's hands on or before NOON, March 17th, 1915.

The Board do not bind themselves to accept the lowest or any tender.

WHANGPOO CONSERVANCY BOARD.
Shanghai, 5th January, 1915. [150

NOTICE.

MR. PEDRO BOTELHO has This Day been admitted as a Partner in our Firm.
BOTELHO BROS.
Hongkong, 1st January, 1915. [147

NOTICE.

NATIONAL ASSURANCE CO. OF IRELAND
Now merged in
THE YORKSHIRE INSURANCE CO., LTD.

WE HAVE This Day taken over the Agency of the above Company, formerly held by Messrs. REUTER, BROCKELMANN & Co., and all communications in regard to the Agency should now be addressed to us.

ARRATOON V. APCAR & Co.,
14, Des Vœux Road.
Hongkong, 9th January, 1915. [148

WANTED.

RELIABLE SHIP'S PURSER, with Knowledge of Catering.
Apply—
JARDINE, MATHESON & Co., LTD.,
Hongkong, 8th January, 1915. [146

FRENCH LESSONS
G. MOUSSION,
15, MORRISON HILL ROAD.
[60

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [102

YEW LEE.
AH CHEONG AND L. HANSEN.
STEVEDORES, SHIP-CHANDLERS and COMPRADORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [104

WAR MAPS
AND
SMALL NATIONAL FLAGS
To Mark the Progress of
THE WAR.
For Sale at—
GRACA & CO.,
Hongkong Hotel Building, Pedder Street
[103

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.
Hongkong, 16th October, 1914. [95

A LING & CO.,
19 QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description in Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 16th April, 1914. [94

TO LET

TO LET.

NO. 163, THE PEAK, "THE KENNELS.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st January, 1915. [54

TO LET.

NO. 19, BELILIOS TERRACE.
ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.
"ROGATE," Austin Road, Kowloon, from 1st February, 1915
No. 62, THE PEAK. (No. 2, CAMERON VILLAS.) Furnished.
"KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.
"BEACONSFIELD," Battery Path, No. 59, THE PEAK (5 CAMERON VILLAS).
Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings
Hongkong, 12th January, 1915. [43

TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st January, 1915. [38

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished.
Apply— H. E. POLLOCK,
5, Queen's Road.
Hongkong, 3rd December, 1914. [53

TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.
RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.
For further particulars apply to:—
H. M. H. NEMAZEE,
10, Des Vœux Road.
Hongkong, 3rd November, 1914. [47

TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 4th January, 1915. [45

TO LET.

NO. 2, OBSERVATORY VILLAS, Kowloon. Tennis Court.
Apply—
ARRATOON V. APCAR & Co.
Hongkong, 10th December, 1914. [58

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply— SECRETARY,
A. S. WATSON & Co., LTD
Hongkong, 23rd October, 1914. [36

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st January, 1915. [35

TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.
Apply to—
THE MERCANTILE BANK OF INDIA, LTD.
Hongkong, 9th December, 1914. [56

TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.
SIX-ROOMED HOUSE in Minden Row.
FOUR-ROOMED HOUSES at Kowloon
Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [105

INTIMATION

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

CHAMPAGNE
DE
ST. MARCEAUX & Co.
REIMS

VIN BRUT AND VERY DRY VINTAGE 1906.

PRICE PER CASE:

1 Doz. Quarts	$63.00
2 „ Pints	$65.00
4 „ Splits	$68.00

CHAMPAGNE
DE ST. MARCEAUX & Co.
IS A
GUARANTEED VINTAGE WINE.

It is the most Popular Wine in England and Europe to-day, and invariably figures on the menus of Banquets, Dinners, and Suppers given by Reigning Monarchs, Ministers of State, Merchant Guilds, Sporting Clubs, etc., etc.

CREME
D'EPERNAY
A CHAMPAGNE OF FINE QUALITY.

PRICE PER CASE:

1 Doz. Quarts	$36.80
2 „ Pints	$39.00
4 „ Splits	$41.20

[13

DEATHS.

SMITH.—On November 29th, at Purley, F. BURGESS SMITH, late of Canton, in his 74th year.

WOOD.—On November 30th, at St. Leonards-on-Sea, HENRY WILLIAM WOOD, in his 84th year, one of the senior partners of Adamson, Gillilan & Co., of London and the Straits Settlements.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 182, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 12TH, 1915.

ENGLAND AND CONSCRIPTION.

WHILE nothing has appeared in any official announcement, or in the public speeches of men in a position to speak with authority on the subject, to indicate that the system of voluntary enlistment is no longer adequate to meet the needs of the military situation, the references to Conscription in the speeches delivered during the week-end by Lord HALDANE and Lord ROSEBERY are not without significance. Lord KITCHENER at the Guildhall Banquet on November 9th said he had no complaint to make about the response to his appeal for men, and his Lordship told his audience that besides the fine bodies of men from the Great Dominions, there were in training in Great Britain at that time over a million and a quarter of men "eagerly awaiting the call to take their place in the field." But great as the British Army has become, Lord KITCHENER has told the nation that he wants "more men and still more men until the enemy is crushed." Some of the London papers recently have been lamenting a decline in the rate of recruiting, but later telegraphic information has told us of booms in recruiting following upon the shelling of East Coast towns by German warships which had managed to elude in a fog the vigilance of our Fleet in the North Sea. And Lord HALDANE only a day or two ago expressed his belief that the voluntary system of recruiting would meet all requirements. Yet if Compulsory Service became a necessity, his Lordship said, "they would adopt it." Whether "they" in this case means the Government or the people of the United Kingdom is not quite clear, but it is not improbable that the Government has made up its mind to resort to Conscription if the need arises, and we believe Lord ROSEBERY correctly interpreted the general sentiment of the British public at the present time when he expressed the opinion that it would not be unwelcome, for, as his Lordship remarked, there is a great mass of Englishmen who would be willing to serve under some Imperial mandate of that kind, but who do not think it fair that they should serve while others, more free to go, remain at home. From some recently published figures we gathered that the percentage of recruits from the large cities is much greater than from the country districts, and the explanation suggested was that the people in the cities are more directly affected by the war, they are more diligent readers of the newspapers, and wherever they move they are confronted by placards directly challenging them with the statement:—"Your King and Country need you," and, besides, the imperative need for strengthening the Army must be a frequent topic of conversation wherever men gather together. They see that what is practically a position of stalemate has been reached, and that our Army needs a large accession of strength to enable it to advance against a brave and well-trained foe having an overwhelming advantage in numbers. It is doubtless difficult to get the average man to realise that with a million and a half of men sent from our shores into France and Belgium, it is still necessary to go on adding to the number. Therefore, it is necessary to continually dwell upon the fact that we are fighting the most scientifically-equipped army ever seen in war, an army which has prepared for this attack on Europe for ten years unremittingly. We are fighting the largest and the most redoubtable foe in all history, and every Englishman ought to know it. As a writer in one of the recent Reviews put it:—"The question that we have to decide is whether our voluntary effort, however wonderful, will be able to cope successfully with the scientific war system of our foe. War with us has been what military writers call one of 'limited activity,' that is to say, we have never had an army since the era of conscription capable of bringing about decisions on the Continent, and so ending a war satisfactorily. The German Military Staff has long counted on this method of ours. But this is a war where only 'full strength' will bring about the necessary decisions." If only the man-in-the-street can be educated up to the point of realising these things and of appreciating what Lord KITCHENER has called the cardinal fact, *viz.*, that the Empire is fighting for its existence, there will be no lack of recruits. The inherent weakness of the voluntary system lies in the difficulty of getting men to adequately realise the greatness of the issues at stake, and the imperative need of service. Though in the piping times of peace the idea of Conscription would be repugnant to the mass of the British people, we believe it would be accepted in the present time of crisis with little demur, and thousands of men who for various reasons now find it difficult to fulfil their wish to enlist would gladly welcome Conscription, as giving them a desired opportunity.

H.M. the King has conferred on Mr. Loke Yew of Selangor a C.M.G.

Mr. and Mrs. G. T. Edkins and their daughter returned to the Colony yesterday from England, *vid* the United States and Japan.

The Colony enjoyed exceptionally good health during the week ending January 9th, only one case of diphtheria (British) being reported.

A band of eight armed robbers attacked the Ling Wan Monastery at Sheung Chuen, in the New Territory, on Sunday, and took away money and clothing.

The first of a series of free lectures dealing with the ancient Jewish tabernacle, or tent of worship, was given at 38, Queen's Road Central, last evening. The lecturer is Mr. Handley Bird, and his discourse last night was listened to by a representative audience. Mr. Bird dealt with his subject in a most interesting manner, a large model of the tabernacle and its contents being used by way of illustration.

There was a large audience at St. John's Cathedral last evening, when Mr. Denman Fuller, the Cathedral organist, gave an organ recital. The items were as follow:—Passacaglia (*Bach*); Prayer and Cradle Song (*Guilmant*); Recitative and Air, "Draw near all ye people," (*Mendelssohn*); Mr. C. H. P. Hay; Watchman's Song (*Grieg*); Excerpt, Dream of Gerontius, (*E. Elgar*); Recitative and Air, "I go on my way," (*Mendelssohn*), Mr. C. H. P. Hay; Toccata (*Widor*).

PRIVATE BUOYS AND MOORINGS.

GOVERNMENT DEFENDS ITS SCHEME.

The following letter from the Hongkong Government to the Chamber of Commerce has been forwarded by the latter body for publication:—

SIR,—I am directed to acknowledge the receipt of your letter of the 19th ultimo protesting, on behalf of the Committee of the Hongkong General Chamber of Commerce against the acquisition by Government of the private moorings in the harbour for ocean-going vessels, and suggesting an alternative scheme.

2.—In reply I am to state that the suggested compromise is impracticable, since it would render impossible the classification and co-ordination of moorings, upon which the success of the scheme proposed by the Government depends.

3.—Under this scheme very little signalling will be required. Masters of vessels will know what anchorage they have to proceed to, and the particular buoys assigned to them can be easily signalled from Green Island or Cape Collinson, either of which must be passed at close distance, and even marked by the house flags of the agents or owners of the vessels. Moreover, many ocean-going steamers make use of pilots on entering the port. These can be instructed beforehand.

4.—The estimates of the Government relating to the cost of the scheme are based on the advice of practical men of experience. It is true that the expenses of certain shipping firms may be slightly increased, but on the other hand those of other firms will probably be diminished, and in any event the accommodation of the port will be much improved. The Government is confident therefore that the adoption of the scheme is likely to attract, rather than to discourage, an increasing use of the port by ocean-going steamers.

5.—A copy of your letter under reply is being sent to the Secretary of State for the Colonies.—I am, Sir, Your obedient servant,

(Signed) CLAUD SEVERN,
Colonial Secretary.

The Secretary,
Hongkong General Chamber of Commerce, Hongkong.

ASTOR HOUSE HOTEL, SHANGHAI.

REDUCTION OF CAPITAL.

At the Supreme Court yesterday, before the Chief Justice (Hon. Sir Wm. Rees Davies, K.C.), sitting in Original Jurisdiction, an application was made that the Court make an order confirming a resolution of shareholders that the capital of the Astor House Hotel Company, Ltd., be reduced.

The petition filed stated that the Company was incorporated in 1901, and its registered office is in Victoria, Hongkong. The capital of the Company was $750,000 Mex., divided into 30,000 shares of $25 each. The Company had issued 25,520 of its shares, and no more. The sum of $25 had been paid up on each of its shares. At extraordinary meetings of the shareholders held in September and October last it was resolved that the capital of the Company be reduced from $750,000, divided into 30,000 shares of $25 each, to $150,000, divided into 30,000 shares of $5 each, and that such reduction be affected by cancelling capital which had been lost, or was unrepresented by available assets, to the extent of $20 per share of each of the 25,520 shares which had been issued and were now outstanding, and by reducing the nominal amount of all shares in the Company's authorised capital to $5 per share. The reduction of capital did not involve either a diminution of any liability in respect to unpaid capital, or the payment to any shareholder of any paid-up capital.

Mr. H. E. Pollock, K.C. (instructed by Mr. Hooper, of Messrs. Johnson, Stokes & Master), in making the application, remarked that this Company had nothing whatsoever to do with an hotel known as the Astor House Hotel in this Colony. An affidavit filed by Mr. Burn, a director in the Company, showed how it was that certain capital had been lost or was unrepresented by available assets. The present assets were valued at $127,600, represented chiefly by buildings, furniture, and fittings. No dividend had been paid during the past five years, and consequently the goodwill of the business was of no tangible value. As the paid-up capital of the Company was $638,000 odd, $510,000 odd had been lost through various causes. For some years past there had been a depression in the hotel business in Shanghai, there had been increased competition, and a considerable decrease in revenue in the sale of liquor.

His Lordship made the order as prayed.

GREEN ISLAND CEMENT CO., SUED.

FOREMAN OR CONSTRUCTOR?

The action was resumed yesterday before the Chief Justice in which the Man Shing Lee firm, 10, Western Street, sued the Green Island Cement Company. The claim is for $3,816 for work done and material supplied by plaintiffs to the defendants' steamship *Chingchow* between September 11th and October 30th, 1913.

Mr. Eldon Potter (instructed by Mr. Davidson, of Messrs. Hastings & Hastings) was for plaintiffs, and Mr. F. C. Jenkin (instructed by Mr. Hung, of Messrs. Deacon, Looker, Deacon & Harston) for defendants.

Mr. Jenkin, speaking on behalf of the defence, said that plaintiff had to show that when he first went on the boat he was given a distinct order to do the work which was claimed for, and that during the whole time he was on the boat he was treated as a man who was given a distinct order. Plaintiff had to produce evidence corroborative of distinct contract when he went on to the boat. If his lordship was against him it would mean that he would have to find that where Capt. Arthur was diametrically opposed to the evidence of the plaintiff he was merely making such statements for no purpose at all, as far as he could see. If defendants had given this work, as plaintiff said, in a general sort of way, with no price having been fixed, then plaintiff would have been the last man in the world to ask to be let off, or to do inferior work in order that he might save himself the cost. It would be inconsistent with the plaintiff's story if, in point of fact, in respect to some of the work he asked to be let off because it would cost him too much. If he had been given the work to do such a happening would be all against him. Such an application on the part of the plaintiff was inconsistent with what a contractor would say, but quite consistent with what a representative foreman of the Tung Yick firm would say.

Upon a remark falling from Mr. Jenkin, Mr. Potter held that the defence was now being put forward that the Tung Yick had led the defendants to believe that he was only the foreman; or that plaintiff had led Capt. Arthur to believe that he was the foreman. That was fraudulent and should have been pleaded.

Mr. Jenkin denied that that was his defence. Plaintiff had *always* been looked upon as the foreman.

Mr. Potter—And you now claim that plaintiff led you to believe, or the Tung Yick led you to believe, that he was only the foreman. That is fraudulent.

Mr. Jenkin—That is absurd; you are always dragging fraud across the board.

Mr. Potter—Well, give it a name, then.

The Chief Justice—We will decide that point later. His lordship added that the strong point in favour of Mr. Jenkin's case was that if plaintiff did the extra work then he should have some kind of authority, tender, or estimate. However, he was of the opinion that Capt. Arthur did give orders for some of the extra work to be done.

Mr. Jenkin agreed, but pointed out that Capt. Arthur was of the opinion that plaintiff was Tung Yick's representative or foreman.

The Chief Justice—If you were addressing a jury in this case, Mr. Jenkin, I assume you would claim that Fung Shuen (Tung Yick's representative) waived any further claim for extras because he knew he could not recover, and then he said to the other chap (plaintiff), "You have a shot." (Laughter.)

Mr. Jenkin—That might be, my lord.

Mr. Potter—And I should also very strenuously object to that; on the pleadings, at any rate. (Laughter.)

Mr. Jenkin added that plaintiff had stated that he had always seen Capt. Arthur alone, whereas Capt. Arthur had stated emphatically that this had never occurred; plaintiff had always come to the office in the company of Tung Yick's representative and had been looked upon as a foreman. By saying this plaintiff wanted to establish that he was entirely ignorant of the settlement which had been made with the Tung Yick Co.

Just before the adjournment the Chief Justice remarked that he failed to see why Fung Shuen had not been called. He was a person who would be able to throw considerable light on the subject and would certainly have been a very important witness.

Mr. Jenkin—It is not for me to say why he was not called, my lord.

The case was then adjourned until to-day.

Probably Mr. Robert Harcourt can claim to be the first M.P. to become a chief petty officer. Mr. Harcourt has attained this rank in the Anti-Aircraft Corps, which he joined at the beginning of the war.

THE WAR.

ATTEMPTED AEROPLANE RAID ON ENGLAND.

BRITAIN'S REPLY TO AMERICAN NOTE.

[THROUGH REUTER'S AGENCY.]

GERMAN BOMBS DROPPED ON DUNKIRK.

LONDON, January 11th.
3.55 a.m.

A Dunkirk telegram states that a dozen German aviators flew over the town and neighbouring communes on Sunday and dropped about thirty bombs.

Owing to the precautions taken, the casualties were few and the damage not very important.

ATTEMPTED AEROPLANE RAID ON ENGLAND.

SIXTEEN GERMAN AEROPLANES SEEN.

LONDON, January 11th.
7.15 a.m.

The *Times* states that sixteen German aeroplanes were seen flying over the Channel yesterday morning, evidently intending to make a raid on England, but, owing to the weather conditions which prevailed, they turned towards Dunkirk.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ARTILLERY DUELS.

LONDON, January 10th.
5.25 p.m.

To-day's Paris *communiqué* says:—

From the sea to the Oise there have been artillery duels. The enemy, despite counter-attacks, were unable to retake their lost trenches, and again bombarded Soissons.

Our artillery, from Rheims to Argonne, fired with great effect on the enemy's trenches, and dispersed groups of marksmen.

We repelled a counter-attack at Perthes, and organised all the positions gained.

We made double progress at Beau Sejour, gaining ground to the westward and seizing a redoubt to the northward.

The Germans bombarded the region of Four-de-Paris, and we replied and destroyed a German block-house. The enemy's efforts had been directed at a hill 263 metres westward of Boureuilles. All our positions have been maintained.

Our artillery stopped an attack in the Forest of Apremont. We also repulsed attacks in the Vosges, at Wattetiller, and Thann.

LONDON, January 11th.
2.15 a.m.

The evening *communiqué* issued at Paris says:—

In Champagne last night two German counter-attacks were repulsed—north of Perthes and north of Beau Sejour.

In Argonne two slight German attacks—at Fontaine Madame and St. Huniert—failed.

There was a lively cannonade in the direction of Hill 263, west of Boureuilles and along the Meurissons rivulet.

There were no attacks on the rest of the front and the night was calm.

FRENCH PREMIER'S SON KILLED.

PARIS, January 8th.

It is officially announced that the youngest son of M. Viviani, Premier of France, was killed on the 22nd August during an attack delivered against the German trenches.

NAVAL ACTIVITIES.

[BRITISH FOREIGN OFFICE CABLE.]

RUSSIAN NAVAL OPERATIONS.

It is officially announced at Constantinople that Russian warships bombarded Sinope and sank all vessels in harbour.

GENERAL.

[THROUGH REUTER'S AGENCY.]

BRITAIN'S REPLY TO AMERICAN NOTE.

AMERICA'S EXPORTS ENORMOUSLY INCREASED.

LONDON, January 10th.
11.20 p.m.

Sir Edward Grey, Secretary of State for Foreign Affairs, in a reply to the United States Note, entirely recognises the very friendly spirit of the representations, and says: "Our reply is in the same spirit of frankness, which will best serve the continuance of cordial Anglo-American relations." The reply concurs in the principle that a belligerent, dealing with trade between neutral nations, should not interfere unless it was necessary to protect the belligerent's national safety, and says Great Britain would endeavour to adhere to the principle on the understanding that it admits the right to interfere when trade is not *bonâ-fide* between the United States and a neutral, but contraband destined for the enemy. Great Britain was ready to make redress when the action unintentionally exceeds the principle. The reply emphasises that a misconception exists as to the extent to which it is the practice to interfere with trade.

Sir Edward Grey quotes figures showing that the American imports into Denmark, Sweden, Norway, and Italy enormously exceed those in 1913, while into Holland they are about the same. Consequently, in view of such figures, he could not believe that the United States would question the propriety of Great Britain taking suspected cargoes to the Prize Court.

"Our endeavour is, in the interests of national safety, to prevent neutral countries becoming a base of supplies for the enemy, and to intercept goods really destined for the enemy without interfering with goods which are *bonâ-fide* neutral."

The reply concludes by saying that His Majesty's Government would gladly enter into an arrangement whereby mistakes will be avoided and reparation promptly secured when there is any injury to neutral owners.

BRITISH PRESS COMMENTS ON THE REPLY.

The papers are confident that Sir Edward Grey's reply will be favourably received in the United States, and will convince the mass of Americans that the grievances have no solid foundation and clear the way for a full and complete agreement. They emphasise that it is characterised by the same friendly yet frank and practical spirit which marked the American Note.

The *Morning Post*, while commenting in a similar strain on the conditions of the Government's abandonment of the old practice of confiscating all enemy goods on neutral ships, says every pound of food and raw material entering Germany will proportionately prolong the war. Why deal tenderly, it asks, with the trade of Germany who has dealt so ruthlessly with the property and food of civilians in Belgium, France and Poland. The Allies have already been injured too much by such relaxations in deference to neutral interests. Further relaxations would be intolerable.

The *Daily Chronicle* also, in a more moderate tone, remarks that in view of the figures quoted, the public are bound to ask not whether the Navy has interfered too much, but whether it has interfered enough.

[HAVAS SERVICE.]

GERMANS REPULSED IN THE CAMEROONS.

PARIS, January 9th.

Germans made a violent attack on Edea, in the Cameroons, but they were repulsed with very heavy losses. Our losses were trifling.

[BRITISH FOREIGN OFFICE CABLE.]

AUSTRIAN FORCE ROUTED NEAR BELGRADE.

An official statement published at Nish says that an Austrian Force which occupied an island near Belgrade were surprised and routed by Serbians who took about 50 prisoners.

OPERATIONS IN SOUTH AFRICA.

It is officially announced at Pretoria that the Union Forces occupied Schuitdrift on the 5th inst., losing five wounded. The Germans fled across the Orange River.

[THROUGH REUTER'S AGENCY.]

THE UNSPEAKABLE TURK.

LONDON, January 10th.
2.55 p.m.

A message from Athens says that the Porte has concentrated all the subjects of the Entente Powers and Greeks in Aleppo.

There are serious aggravations of a Græco-Turkish crisis.

LATE TELEGRAMS.

SENTENCED TO DEATH.

FATE OF AN ENGLISH PRISONER.

LONDON, January 1st.

An Amsterdam message says an English war prisoner named Lonsdale, who was sentenced on December 2nd to ten years' imprisonment for refusing to obey and assaulting a guard when ordered to work was sentenced to death on retrial by a superior military court.

The report of the retrial in the German papers shows that no new evidence was offered. Lonsdale admitted he assaulted the guard, but declared that he was first struck with a bayonet.

A witness for the prosecution said the English prisoners jeered at the Landsturm guards.

The Socialist Deputy David, writing in the *Vorwaerts*, protests in the strongest terms against the revolting execution of an unfortunate youth carried away by excitement while living under abnormal conditions.

THE RAID ON CUXHAVEN.

FLIGHT-COMMANDER HEWLETT'S EXPERIENCES.

LONDON, January 2nd.

Flight-Commander Hewlett, who has returned to Ymuiden, has stated that he commanded a squadron of nine aeroplanes aboard three warships. Only eight ascended, one having developed defects. Flight-Commander Hewlett, who was leading, entered a thick fog and found himself near the Schleswig coast. When the mist cleared, the airman perceived that he had lost his direction. Descending at a certain point, he re-ascended, and flew over the German Fleet and trawlers, under steam, behind Heligoland. A formidable fire was directed on him, and he was not inactive, for he dropped several bombs and he believes hit one warship, because soon afterwards dense smoke arose.

Flight Commander Hewlett says he tried to find the British Fleet, but the motor was running hot and he was forced to descend, when he was picked up by a Dutch trawler.

BRITISH HORSE ARTILLERY AND CAVALRY.

WARM PRAISE FROM COMMANDER-IN-CHIEF.

LONDON, January 2nd.

Sir John French, in a speech to a battery of Royal Horse Artillery, said no branch of the Service had done better work than the Horse Artillery.

This battery was continuously in action for ten days, during which a cavalry corps also performed a feat never approached by cavalry in the past. It held up determined attacks of two Army Corps for forty-eight hours.

ASSOCIATION FOOTBALL.

HONGKONG F.C. *v.* STAFF AND DEPARTMENTS.

The Hongkong F.C. will play the Staff and Departments on the Club Ground at Happy Valley on Wednesday, play to commence at 4.45 p.m. sharp. The following will represent the Club:—R. C. Barlow; A. Hamilton and M. Railton; Whitmarsh, Stewart, and W. B. Rigden; N. V. Croucher, J. Wood, J. Fraser, J. Stalker, and P. W. A. Wilkie. Those unable to play are requested to inform the Captain as early as possible.

ST. JOSEPH'S COLLEGE *v.* QUEEN'S COLLEGE.

The following are selected to play for the above Club, against the Queen's College, on the H.K.F.C. ground to-morrow, at 3 p.m. sharp:—U. Omar; J. Bollard and J. Xavier; Jackson, H. Johnson and L. G. Cordeiro; C. A. Goldenberg, A. Hamid, I. L. Goldenburg, L. Xavier and A. Correa. Reserves:—Boontait, Daniel O'Connell.

CHINESE TELEGRAMS.

[FROM THE "CHUNG NGOI SAN PO."]

AN EX-GOVERNOR ARRESTED.

PEKING, January 11th.

Cheong Poy-chuck, formerly Governor of Szechuan, has been arrested at Tientsin on a charge of complicity with banditti.

Ten persons altogether have been arrested and informers have been rewarded.

THE YAMENS OF THE GOVERNORS.

PEKING, January 11th.

The proposal to change the place of residence of the Civil Governors in several of the Provinces has not yet been decided upon.

[One of the changes proposed is to remove the Yamen of the Governor of Fukien Province from Foochow to Amoy.]

AN ASYLUM FOR THE AGED.

PEKING, January 11th.

The Government proposes to establish an asylum for the aged.

LECTURES ON HOME NURSING.

A series of lectures on Home Nursing, will be held at the rooms of the Catholic Women's League, 26 Caine Road, (next door to the Italian Convent) on Mondays, 18th and 25th January, Tuesday, 2nd, and Mondays, 8th and 15th February, at 6 p.m. Should it be considered necessary to extend the series, the lectures will take place on subsequent Mondays.

Ladies (non-members of the League) who may wish to attend the lectures, are requested to send in their names without delay, to Miss Loureiro, 2, The Albany.

In order to defray expenses of the St. John's Ambulance Association fee, bandages, etc., there is a fee of $2 (notes). Any surplus which may remain after paying all expenses, will be forwarded to the Association which is doing such good work in nursing the wounded in the present war.

DEATH OF MR. P. H. HOLT.

The death took place on 27th November at Liverpool, of Mr. Philip Henry Holt, partner in Messrs. Alfred Holt & Co., managing owners of the China Mutual Steam Navigation Company and the Ocean Steamship Company. He was in his 85th year. Mr. Philip Holt was the last survivor of the five sons of Mr. George Holt, the founder, early last century, of a well-known firm of Liverpool Cotton brokers. He was associattd commercially with his brother, the late Mr. Alfred Holt. He had great administrative ability, and was besides a generous philanthropist, his public benefactions running to a large amount.

A CONTRACTOR'S CLAIM.

In the Summary Court yesterday, before Mr. Justice Gompertz, Chan Tung Sang sued the Wang Yick firm, and Lam Shiu Chuen, managing partner thereof, for $675.48, balance due on account of work done and materials supplied.

Mr. Agassiz, for the plaintiff, said that the work done was on the Blindenheim and the Spanish Mission in 1913. The contract was not disputed, nor was there any question over the work done. The defendants said that items were inaccurately inserted in the account.

The hearing was adjourned.

TROUBLESOME CHINESE SEAMEN.

At the Marine Court yesterday, three Chinese employed on the *Irish Monarch* were charged, the first two with unlawfully combining to interfere with the navigation of the ship while on her voyage from Whampoa to Hongkong, and the third with wilfully disobeying the lawful commands of the master. The Master, Mr. R. H. Potter stated that one of the defendants (Choy Chuen) refused to do his duty and was dealt with by him under the articles. The following day the other two defendants were seen conversing with some of the men, who thereupon left their work and went up on deck in a body. The master found them there and ordered them to return to their duty. They refused to go until he told them what he was going to do about Choy Chuen. Defendants were sent to prison for six weeks, Choy Chuen being ordered to pay for his keep out of the wages due.

EDUCATION FOR ALL IN CHINA.

A lengthy Mandate was published by the President of the Republic of China on the 1st inst. urging upon the nation the great importance of educating the people. It says that owing to the internal turmoil following upon the revolution and the inauguration of the Republic, the Government had not had time to devote much attention to this question. Now, the nation is comparatively at rest, the moral culture and the general education of the people should be taken in hand at once. The aim should be to make education within the reach of all classes. With this object in view, the President suggests two foremost steps to be taken, namely, the training of as many schoolmasters as possible and the compilation of suitable lesson books. He also considers it advisable to fix the period of primary or elementary education at four years as the minimum time during which every child should attend school as in duty bound, although he has not much faith in the citizens' understanding of their duty in such affairs.

WAR NEWS.

THE GERMAN LEVY ON BELGIUM.

The Brussels correspondent of the *Telegraaf* states that the Governor of Brabant has summoned representatives of financial houses for the purpose of acquainting them of details concerning the war indemnity demanded from Belgium. The Governor stated that an indemnity of 35 million francs (£1,400,000) would be demanded monthly for the maintenance of the German troops. Besides this Belgium will be obliged to pay 375 million francs as a punishment for resisting the violation of her neutrality and an indemnification of the losses which the Germans have incurred.

SHIP IN A FOREST.

SURPRISING FIND IN THE PACIFIC.

A lieutenant-commander of the Australian Fleet describes in a letter printed in a London paper how he discovered a German ship hidden in a forest. He was engaged in "scouring the blessed main," as he puts it, in search of the *Comet* and the *Planet*.

"We anchored in a little harbour, and went up the creek in a small boat exploring, when one of my chaps who was walking along the beach ran into a great yellow funnel from the land side. He hopped back and got a couple of armed boats' crews and drove into the bushes, and found a Norddeutscher Lloyd steamer!

"She was simply covered in foliage and palms to her mastheads, perfectly concealed. We had her on in no time, and the skipper, a very decent fellow, a German Naval Reserve man, told me he had tried to get away three times, but that each time he had seen one of my patrol ships, and had gone back and refestooned his ship with foliage. She is safely at anchor here at Rabaul at present."

SEARCH FOR CANNON IN A CATHEDRAL.

PITFALLS OF THE ENGLISH LANGUAGE.

Fugitives from Jerusalem report that all it quiet there, though the monasteries, convents, and other buildings belonging to subjects of the Allied Powers have been seized by the military.

On the strength of the statement of a frightened lad who knew a smattering of English that two "canons" were attached to the British St. George's Cathedral, Jerusalem, Turkish officers, refusing to accept assurances that the canons had nothing to do with artillery, tore up the floor of the edifice and destroyed part of the altar.

Great efforts are being made, so the fugitives report, to excite the population of Jaffa, where the German and Austrian Consular official applauded an orator who averred that Great Britain had closed all the mosques and universities in India.—*Times*.

COSSACKS' NIGHT RAID.

GERMAN WOMEN DRESSED AS SOLDIERS.

An exploit by sixty Don Cossacks who captured 300 German cavalrymen and found out much of interest for their commanders in a night raid upon Czenstochowa is described by the *Morning Post* correspondent. The Germans have long been and still are in occupation of Czenstochowa, which was seized in the first week of the war without opposition. They feel quite at home there, having murdered most of the inhabitants in the manner universal with German troops opening this war of conquest, as they term it, or war of shame, as the rest of the world calls it.

These threescore Don Cossacks were out scouting, with special instructions to find out what was going on in Czenstochowa. Ridisg quietly within half a mile, they divided into ten sections of six men each and, timing a concerted movement, dashed into sleeping Czenstochowa simultaneously from all sides. They killed a considerable number of startled Germans, who knew not where to hide, and created a panic throughout the town.

They met in the centre of Czenstochowa, and drove off before them to their own lines three hundred prisoners. When these came to be examined forty were found to be women dressed in soldiers' uniforms.

THE KAISER'S SPOTTED PIG.

How the Kaiser just before the outbreak of war bought a pig of the newly-revived breed known as Gloucester Old Spots and sent the money but never received the pig was told to a representative of *The Daily Mail* by the secretary of the Old Spots Society.

Details of the revival of the Old Spots and of their merits as bacon pigs, with a picture of a typical specimen, appeared in the *Daily Mail* last May. A few days later the society received from the Kaiser's agent an application for particulars to be sent to Potsdam. This was followed by an order for a thoroughly representative boar. There was some delay in sending the pig owing to questions of transport into Germany. Eventually the secretary received the money asked, with instructions for shipping the animal *viâ* Hamburg, where it was to be franked ashore. The pig was on the point of being embarked when war broke out, and an urgent telegram was received: "Don't ship pig until further orders."

No orders have yet been received. As the secretary said: "We have the pig and the money, too. Of course, we shall ship it or an equally good animal when the order arrives. By that time the Kaiser may be setting up as a farmer, and as a tribute to his discernment in the matter of farm stock we will give him a start by making him a present of a couple of young sows to mate with the boar."

There is the name of Ypres in England—in that of the Ypres Tower, at Rye, in Sussex, though local talk knows nothing of its proper pronunciation, and broadly calls it the "Wipers Tower."

RAID ON AN ANTWERP BANK.

GERMAN SEARCH FOR GOVERNMENT FUNDS.

A telegram received at Amsterdam, November 30th from Antwerp by the *Telegraaf* states that traders there are greatly excited by the German proceedings of the previous week. It is well known that the National Bank and Treasury conveyed their funds betimes to London. The Germans never believed, however, that the Government had exported the whole of its funds. They consistently imagined that part of the Treasury funds were deposited in a private bank. Presumably Berlin advised the German Government in Brussels that part of the Belgian State property had been deposited in the custody of the firm of M. E. Bunge, a born Dutchman, but the leading collaborator of Leopold II. for the payment of the Congo Free State. After the State had been taken over by Belgium, M. Bunge retained immense interests in the colony. The Germans therefore regarded the Berlin communication as not improbable.

About 10 days ago, says the telegram, several officers, accompanied by a strong guard, visited M. Bunge's office and forbade all exit. Strangers waiting before the counters were detained, while the firm's highest officials were subjected to an investigation conducted with the greatest brutality. When this had lasted fully two hours, persons who were not in the employment of the firm were released. The employees, however, were detained until the first examination of the books had been concluded. This lasted two full days, during which time the prisoners were not permitted to leave the office for the purpose of obtaining food or rest. The Germans finally sealed the safes and confided the books to the director of the branch office of the Berlin Disconto-Gesellschaft, which was established in Antwerp only a few months before the outbreak of the war. The director examined the books of his strongest competitor, keeping them for over a week, and derived information from them of immeasurable service to his bank. Meanwhile M. Bunge's house necessarily ceased work completely, the employer being unable to pay his clerks.

GERMAN UTTERANCES PRIOR TO 1914.

Germany says that Great Britain plotted the War. Here are some things that Germany said before 1914:—

The Trident must be in our fist.
—THE KAISER.

* * * *

We have reckoned with France and Austria. The reckoning with England has still to come.—TREITSCHKE.

* * * *

The next great struggle of the Germans will be a combat for the annihilation of England.—PROFESSOR DELBRUECK.

* * * *

It is an insult to the German Army to compare the British soldier with the Germans.—COUNT BUELOW.

* * * *

We are ready to make use of the sword (against England) at a given moment.
—DR. VON HEYDEBRAND,
(Conservative Leader in the Reichstag).

* * * *

Anglo-German war cannot be avoided.
—PROFESSOR DELBRUECK.

* * * *

May our German Fatherland be destined to become as commanding as was once the Roman World Empire.
—THE KAISER.

* * * *

In Germany there is fierce hatred of England.—DIE ZEIT.

* * * *

The conditions of Germany's development and her rivalry with England for world-power will of themselves bring about a fatal collision.—DIE POST.

* * * *

If an honest endeavour were made to make Germany the first Power in the world the Socialist Party give it unqualified support.—HERR BEBEL (Leader of German Socialists).

* * * *

The landing of a great German Army in England is a mere matter of money.
—HERR RUDOLPH MARTIN.

* * * *

As far as Germany is concerned there will be no disarmament, no arbitration, and no naval agreement with Great Britain. . . . The old saying still holds good that the weak will be the prey of the strong.
—HERR VON BETHMANN-HOLLWEG.
(German Imperial Chancellor).

* * * *

The German risk in an Anglo-German war is not nearly so great as the English.
—COUNT REVENTLOW.

* * * *

British naval supremacy under all circumstances is doomed.
—KREUZ ZEITUNG.

POLICEWOMEN IN CANTON.

Immediately after the revolution in Canton three years ago there were woman legislators in the Provisional Assembly, and now to prevent another revolution a score of policewomen are employed by the police department, says the Canton correspondent of the *Peking Daily News*. As proved by the woman legislator Cantonese women are still equal to men in judgment and in alertness. Many of the policewomen now on service are found tardy, many arriving long after their mess comrades have gone to their rounds. These policewomen are employed to search women entering the ancient city in order to check the smuggling of bombs and other unlawful articles by female rebels. Recently many women were executed as rebel suspects.

A London correspondent says the comfort of the troops in the trenches is carefully studied. 200,000 sheepskin coats have reached the front.

Huber Palmer & Co.
The Wine Merchants of the East

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"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
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BEWARE OF IMITATIONS
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A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 8/- MARTIN, Chemist, Southampton, Eng.
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CATARRH
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THERAPION price 2/9 leading Chemists. CURES BLOOD POISON, KIDNEY, BLADDER, URINARY DISEASES, DISCHARGES, WEAKNESS, PILES. SEND STAMP ADDRESS ENVELOPE FOR FREE BOOKLET TO DR. LE CLERC MED. CO. HAVERSTOCK RD, HAMPSTEAD, LONDON, ENG. PARIS DEPOT: 12, RUE CASTIGLIONE. NEW YORK DEPOT: 90, BEEKMAN ST. TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION EASY TO TAKE SAFE AND LASTING CURE. A CURE FOR YOU
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS
[100

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1914. With INDEX. Price $7.50.
On Sale at the "HONGKONG DAILY PRESS" Office.
Hongkong, 1st August, 1914.

REVIEWS.

A Woman in China. By MARY GAUNT. With 129 Illustrations. London: T. Werner Laurie, Ltd.

Mrs. Gaunt is an adventurous Australian lady who is gifted with a very charming narrative style. Her description of her travels in West Africa was most readable, but in the volume now before us we are pleased to remark a distinct improvement upon her earlier book, and can only regret that her visit was not extended to Central and Southern China. As a matter of fact that visit was confined to Peking, with expeditions, unaccompanied by Europeans, for the greater part, to the Ming Tombs and Jehol.

It was not to be expected that she would have much that is new to tell us about Northern China, and judged from one standpoint only the present volume may not rank high in the literature on the great Empire. But she is able to take a womanly interest in common-place objects and everyday events which pass unnoticed by those who live amongst them, and her unfailing good humour and trained intelligence enable her to record her impressions in a manner that is always fascinating. Therein lies the charm of her narrative. She was fortunate enough to be in Peking when the obsequies connected with the funeral of the Empress-Dowager were being celebrated, and of these she gives a description. She was struck, as most of us have been struck, with the tawdriness of much that is seen in Chinese ceremonials; nevertheless, she is impressed, as most of us have been, with the wonderful relics of bygone ages to be seen in China and the many good qualities of a people who have been, for centuries at least, better and greater than their government. Wherever she goes, she is prompted to make comparison with Babylon as mirrored in the pages of Holy Writ, and in this way is successful in carrying her reader back to a period that was before history.

As might have been expected, she has much to say of the unhappy lot of the majority of women in China, of footbinding, of the precarious condition in which most of the Chinese live, and of missionary effort to Christianize China and to ameliorate the conditions of the halt, the lame and the blind. The numerous illustrations from photographs taken by herself form an agreeable feature of a highly entertaining volume.

Men of the Deep Waters. By WILLIAM HOPE HODGSON. London: Eveleigh Nash.

There is something weird and uncanny in this collection of tales of the sea. They are the sort of stories that one used to hear in the fo'c'sle from old salts who had sailed the seven seas in wind-jammers. Just how much is pure imagination and how much is due to these selfsame salts, it is not always easy to say; but some of them, like "The Sea Horses," are undoubtedly the children of the author's own brain. "Through the Vortex of a Cyclone" is a remarkably powerful bit of writing; and most of the tales could have been written only by one who has a close acquaintance of the sea in all its varied moods. It might be regretted that so much is written in the minor key; but, after all, no phase of life was probably harder or more likely to stimulate gloomy thoughts than life in an old-fashioned sailing ship. The fact that these stories have already passed through several editions is sufficient proof that Mr. Hodgson's work is widely appreciated.

The Siege of Liège. A Chapter in the History of the European War. By PAUL HAMELIUS, D.Phil., Professor of English Literature at the University of Liège. With a Plan of the Forts. London: T. Werner Laurie, Ltd.

This is no learned disquisition for the student of the science of war, but a circumstantial account by an eye-witness of the storming of the city and forts, of the events which led up to it and the subsequent German occupation. Nevertheless, the man of war who wishes to get early information of German methods of attack on what has proved to be one of the most important points in the campaign against the Allies in the western war-zone will learn much from this clear and graphic story of Professor Hamelius. It emerges from his description of Liège that the late Leopold II. was always awake to the fact that Belgian neutrality was a precarious thing, and he must have contemplated that the first attack would come from Germany when he pushed on the completion of the defences of Liège by Brialmont. It would also appear that the present King had been fully cognisant of the drift of the negotiations that led up to the war and had been given a hint to adopt measures which, in the event, gave an effectual check to the Kaiser's army at the critical moment and damned the German plan of campaign from the start. Professor Hamelius' residence was outside the town of Liège and not far from one of the forts. He did not see much of the actual fighting, lying in bed through a bombardment which threatened the house he lived in; but he saw enough, both before and after the capture of the town, to give one a vivid picture of what war means to a people whose country is invaded. "The display of organised force with which Germany is inseparably associated," he says, "impressed many of us with the hopelessness of resistance. Despondency was universal, except among such of us as were gifted with sufficient elasticity to enjoy the excitement and the show." It is quite evident that the Belgians expected the French or the British, or both, to send armies of sufficient strength into Belgium to repel the Germans, and it must have been a great disappointment to them that strategical reasons compelled the concentration of the Anglo-French forces in French territory, leaving the Belgians to their unhappy fate, at least for a time. The Allies owe a lasting debt of gratitude to the Belgian people for their gallant resistance to an overwhelming force. This debt will be repaid, with interest.

So much about the war has reached us in scraps, owing to the necessary veto of the censors, that it is a pleasure to have a connected narrative like that of Professor Hamelius, and as it is one of the first books dealing with the European war it should have a ready sale.

A War Cookery Book for the Sick and Wounded. By JESSIE M. LAURIE. London: T. Werner Laurie, Ltd.

This little sixpenny book has been compiled for the benefit of those who are giving their help to the nursing of the wounded in the present war, but it will be found useful wherever there is a patient and a sick bed. Diet is an important factor in the recovery of a patient; not only must there be correct feeding but the food must be properly cooked. In the 181 receipts given in this book, there is plenty to tempt the most delicate appetite, and the arrangement followed by the compiler, who acknowledges her indebtedness to Mrs. Edwards and Miss May Little, will be found exceedingly handy. In places like Hongkong and the outports, where sick nursing has to be undertaken by amateurs in an emergency, a book of instructions such as this becomes a practical necessity, and its price brings it within the reach of all.

The Fire of Spring; or The Garden of Dreams. By ETHEL BOILEAU. London: Eveleigh Nash.

The authoress of this clever novel raises the question of how far the wife whose husband has vagrant loves is entitled to follow his example. Of course, the church and public opinion admit of no excuse for contravention of the marriage vow; but the individual concerned will always plead extenuating circumstances for special cases. Married to the second son of a peer, Angela Barrington is soon made aware of the weakness of her husband, but is inclined to be tolerant until his return to Mrs. Carton, followed by the action of that lady's husband, awakens a healthy resentment, and for the remainder of the story she is wife only in name to the erring Tony. There enters upon the scene a lawyer-politician of Anglo-Scottish descent, who was to have defended her husband in the Courts. He is a man endowed with all the attributes likely to appeal to an emotional woman, and Angela and he are speedily launched upon the ocean of love, and complications arise in natural sequence. There is a Hichen-like description of a month spent in Tangier, in which the authoress displays great power as well as originality, and the story is constructed with fine dramatic power, with the right amount of the tragic element to emphasise the natural laws which exist for the punishment of weak humanity. Not only are the principal characters drawn with great skill, but the minor characters as well, and particularly Lord Tintagel, Angela's cynical father-in-law, and his bosom friend, Lady Stretton. This is a novel that should make men and women think.

Both of This Parish. By J. S. FLETCHER. London: Eveleigh Nash.

The boy who sets out to succeed in life ought to have a well-defined idea of what "success" means. James Cartledge's ideal was to succeed in business, to make money, and he does so, yet we are made to feel that there are other things in life more worth striving for than money. Mr. Fletcher may, always he depended upon to write interestingly, and in this story he keeps up the interest in following the careers of two men, from boyhood to old age. No one is better able to depict middle-class life in a northern provincial town, and if, occasionally, he lays undue stress on the sordid in human nature, Mr. Fletcher may at least maintain that human nature is more often swayed by mean things than the higher ideals. He does not preach at his reader—no skilled novelist does that—but the reader feels all the time that he is looking upon real life and that he ought to learn the lesson it teaches and lay it to heart.

Idle Wives. By JAMES OPPENHEIM. London: Eveleigh Nash.

Mr. Oppenheim gives us pictures of life in New York, and, at the same time, introduces us to the forces at work in all our large cities to bring about a revolution in the social system. The story opens on the wife of a successful New York business man longing for some outlet for her energies. She is symptomatic of that spirit of unrest which has overtaken humanity in the present age. Doubtless the women of former ages had their own troubles and anxieties, which they solved in their own way; but the oldest of us of this generation are inclined to think that women were better off and more satisfied and more satisfying when they stayed at home and busied themselves with the humdrum domestic affairs and reared large families. But whatever our opinion, there is no denying the fact that economic changes have brought about changes in the relations of men and women, and nowhere, probably, is this change more marked than it is in America. It may not have been necessary for Mr. Oppenheim to take us into the lower strata of New York life to convince us of this fact, but he has elected to do so, and his readers are brought face to face once again with what we euphemistically style "the social evil" as it affected the girls of the lower grades of society. It is here that the idle wife of the opening chapter finds a vent for pent-up energies. There is a temporary estrangement from her husband, but it is pleasant to be able to record that all ends happily in the last chapter.

BURDEN OF MILITARYISM.

Mr. Asquith pointed out in a recent speech that in the past six years England has reduced its national debt by $320,000,000 and France by $85,000,000. The United States debt statement has fallen $72,000,000 in six years, excluding the Panama issues of $134,000,000. Germany in the past six years has added $415,000,000 to its debt and Austria $500,000,000. Italy had reduced its debt by $40,000,000, but the war in Tripoli has wiped this out and added $100,000,000. Russia has increased its debt by $1,000,000,000 in six years from 1905 to 1911.

The national debt of the industrial nations diminish. The national debts of the militarist nations increase. The real struggle of the next half century is between industrialism and the people's rule in the United States, England and France, and on the other side militarism and the Kaiser rule in Germany, Austria and Russia. In the race for armaments one or the other of these groups will wear out the credit and resources of the other.

The United States has not made a bond issue since the Spanish war, except for the Panama Canal, an industrial enterprise and in a national sense a dividend-paying project. These bonds sell at prices which make the credit of the United States higher than that of any other nation. England and France rank other European countries in national credit. For a quarter century, from 1880 to 1905, Germany and Austria shunned debt and Italy put its disordered finances in order. France increased debt and England bore the burden of the Boer war. The militarist nations are now running in debt and the industrial nations paying off their obligations.—*Philadelphia Press.*

WEATHER REPORT.

On the 11th at noon.—No returns from Japanese and Indo-China Stations.

Pressure has increased quickly over the South and East Coasts of China, and slightly over the Philippines.

An anti-cyclone has formed over China and the monsoon will blow briskly over the Formosa Channel and the north part of the China Sea during the next twenty-four hours.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
* Hongkong & Neighbourhood	
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

* Light variable winds, freshening from N. and N.E.; fine at first, cloudy later; probably some drizzling rain.

CHINA COAST METEOROLOGICAL REGISTER.

11TH JANUARY, 1915, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	30.01	0	—	NNE	4	o
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	"	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima ...	"	—	—	—	—	—	—
Oshima	"	—	—	—	—	—	—
Naha	"	—	—	—	—	—	—
Ishi'jma	"	—	—	—	—	—	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	30.31	32	90	NNW	3	cd
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.20	41	—	NW	2	o
Gutslaff	"	30.04	42	—	NNW	6	om
Sharp Peak ...	7 a.	30.18	58	—	NE	2	or
Amoy	6 a.	30.05	62	94	SSE	2	o
Swatow	"	30.10	60	100	—	0	b
Taihoku	5 a.	30.06	—	—	NW	2	—
Taichu	"	30.06	—	—	—	0	—
Tainan	"	30.04	—	—	NE	2	—
Koshun	"	—	—	—	—	—	—
Pescadores ...	"	30.04	—	—	—	0	—
Canton	6 a.	30.13	58	76	N	2	o
Hongkong ...	"	30.09	64	90	—	0	bf
Gap Rock	"	30.10	—	—	N	2	f
Macao	"	30.05	62	—	NW	1	of
Wuchow	9 a.	30.27	59	65	NW	1	o
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phullen	6 a.	—	—	—	—	—	—
Tourane.....	"	—	—	—	—	—	—
Cape St. James	"	—	—	—	—	—	—
Aparri	"	30.03	71	—	SW	1	b
Manila	"	30.03	71	—	—	0	b
Legaspi	"	30.03	78	—	N	1	b
Iloilo	9 a.	30.03	78	—	NE	1	o
Bacolod	"	—	—	—	N	2	b
Cebu	"	30.02	84	—	E	1	c
Lahuan	"	29.99	85	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squall, r rain, snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 11th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer	29.99	30.09	30.08
Temperature	70	64	70
Humidity.....	79	90	75
Wind Direction ...	WNW	—	West
" Force	2	0	2
Weather	b	bf	bf
Rain.....	—	—	—

Highest open air Temperature on 10th..70
Lowest open air Temperature on 10th ..60

HONGKONG TIDE TABLE.

From 12th to 18th January, 1915.

Days of Week	Days of Month	HIGH WATER. H'kong. Mean Time	HIGH WATER. Height	LOW WATER. H'kong. Mean Time	LOW WATER. Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	12	m 7 31	4 2	m 1 13	1 7
		6 16 a	7 3	m 11 26	3 5
Wed.	13	m 8 48	4 1	m 2 8	1 0
		7 5 a	7 7	0 12 a	3 7
Thurs.	14	m 9 51	4 1	m 2 54	0 6
		7 55 a	8 1	1 0 a	3 1
Fri.	15	m 10 39	4 1	m 3 36	0 3
		8 46 a	8 2	1 50 a	3 5
Satur.	16	m 11 26	4 2	m 4 16	0 2
		9 36 a	8 2	2 39 a	3 4
Sun.	17	m 11 50	4 2	m 4 54	0 3
		10 23 a	7 9	3 26 a	3 2
Mon.	18	0 22 a	4 3	m 5 30	0 7
		11 3 a	7 4	4 12 a	3 2

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A MONTH'S FIGHTING.

NEW NARRATIVE FROM "EYE-WITNESS."

THE TRIUMPH OF DISCIPLINE.

The following descriptive account which has been communicated by an eye-witness present with General Headquarters continues and supplements the narrative published previously of the movements of the British Force and the French Armies in immediate touch with it.

November 26th.

It is necessary to point out that in any appreciation of the *rôle* played by our forces in the past, being played in the present, or to be played in the future, sight must never be lost of the fact that they are not waging this war single-handed, and that their deeds, important as they naturally must appear to us, represent but a small fraction of the joint action of the Allies in the Western theatre of war. Geographically the extent of front for which the British were responsible during October was in length less than one-twelfth of the immense line, from Switzerland on the right to the English Channel on the left, held by the Allies. This being so, it is obvious that by far the greater share of the common task of opposing the enemy—a share which they have splendidly performed—has fallen and still falls to the French, while the Belgians have played an important, almost vital, part.

This extended front having been taken up by our Army, what happened? As has already been pointed out, the action on its part at first, up to October 20th, was preparatory in nature, the British advancing in an attempt to turn the German right, and the Germans fighting delaying actions in order to gain time for reinforcements to come up. From the moment that Antwerp fell—on October 9th—the Germans made every effort to push forward the besieging force released towards the west, and to follow up the Belgian Field Army and the British detachment landed on the coast. They also hastened to bring up from various parts of Germany certain new army corps which had been hastily raised and trained after the commencement of the war. Their object was first to reinforce their comparatively weak right wing north of La Bassée, which was being gradually pushed back by the enveloping British, and then, pivoted on that place, which was still in their hands, to assume the offensive in strength, drive the Allies out of Belgium, and break through to Dunkirk and Calais.

THREE-QUARTERS OF A MILLION GERMANS.

Of their new formations four corps reached the zone of operations comprised in the stretch of country from Lille to the sea between October 15th and 21st; and these, with the troops which had been set free from Antwerp, together made up a force of some 250,000 fresh men. Other corps were also concentrated from different parts of the front, and eventually the Germans had, north of La Bassée, about 14 corps and eight cavalry divisions, that is, a force of three-quarters of a million men with which to attempt to drive the Allies into the sea. In addition, and this is most important, there was the immensely powerful armament of heavy siege artillery which had also been brought up from round Antwerp.

As is known, the first blow was delivered about October 17th along the coast, against our Allies round Nieuport and in the neighbourhood of Dixmude, both places being beyond the left of our line, which then had its left flank slightly to the north-east of Ypres. From that time up to the 28th a series of desperate attempts were made against the French and Belgians holding the line of the Yser who resisted with the utmost determination and entire success. Shortly after these attacks commenced, on October 20th, the enemy began also to press at different points along our front; and from that day up to November 17th, or for nearly a month, he continued to deliver a succession of furious blows, the most violent of which were directed against Ypres. At the commencement of this period the Allies were very greatly outnumbered, which fact enabled the Germans in the execution of their offensive strategy to mass greater strength than that possessed by the defence at any place selected for attack, or, in other words, at the place which for the moment was regarded as the decisive point.

BRITISH TENACITY.

To turn to the action of the British Army round Ypres: for practically a month it succeeded in holding its ground against these repeated onslaughts made by vastly superior forces. The action during this period can be divided into two phases, one lasting from October 20th, when the Germans first assumed the offensive against us definitely, to November 2nd, and the other from the 3rd to the 27th of that month. Before these two phases are considered, however, it will be as well to define briefly in what manner the portion of the line most concerned, *i.e.*, that near Ypres, was held so that some idea may be gained of the course of the operations in connection with locality. At first, when the German offensive started, the British held part of the re-entrant in the line to the north of the Ypres salient, the salient, to the east of the town, and the re-entrant to the south of it. The German attacks in this quarter were of a double nature. Against the northern and southern re-entrants their immediate object was to cut off the defenders of the Ypres salient. Against the east of the salient, from the direction of Menin, their efforts were directed to drive the defenders straight westwards through the town.

During the phase from October 21st to 23rd occurred the unsuccessful attack of the German XXIIIrd Corps against us in the neighbourhood of Bixschoote and that of the XXVIIth Corps from the neighbourhood of Becelaere against the British on the north of the Menin road, both of these corps being new formations. After these attacks the French relieved us of part of the front on the northern re-entrant. This phase culminated in the five days' desperate fighting on the east of Ypres, which lasted from October 29th till November 2nd, when the Germans attempted to capture the town by a direct blow westwards and penetration through the southern re-entrant.

THE KAISER'S ENCOURAGEMENT.

This operation, as has previously been described, was their great effort, heralded by numerous orders inciting the troops to do their utmost, preluded and supported by an intense concentrated artillery fire, and encouraged by the presence of the Emperor. The attack was made by five corps in all, and when first its full fury fell on us we were still holding a very extended front, in spite of the fact that the French had relieved us of a portion of it to the north and were cooperating most gallantly in the defence.

During this time our force—which consisted all along of the same units, be it noted—had to withstand an almost continuous bombardment and to meet one desperate assault after another, each carried out by fresh units drawn from the large number which the Germans were devoting to the operation.

On the 30th the French came to our assistance and took over a portion of our front on the southern re-entrant, thus relieving the pressure considerably; and on the succeeding days a continuous stream of French reinforcements arrived in this quarter and in the north of Ypres. Never was help more welcome, for by then our small local reserves had again and again been thrown into the fight in the execution of repeated counter-attacks, and our men were exhausted by incessant fighting.

It is an interesting fact that this timely relief should have been afforded us by our Allies within a few days of the 60th anniversary of that other occasion—at the Battle of Inkerman—when the British Army welcomed a French force advancing to its assistance.

WELCOME RELIEF BY THE FRENCH.

During the second phase in the struggle there was a renewal of the attacks, marked by the special effort made by the Prussian Guard on the 11th directly westwards against the salient, and that made by the XVth Corps on November 17th to force its way in by the southern re-entrant. The results of those attempts are known. On November 20th the thin khaki line in this quarter was finally relieved by the French, and our weary men vacated the battered trenches they had so gallantly held for a month.

This, then, is the modification of the *rôle* now being played by the British Army; its front has been considerably shortened by the extent taken over by the French, and has in addition been reinforced. The lull in activity of about a week in the operations also has enabled us to readjust our forces, strengthen their position, and to bring up reserves. There has, therefore, been a great general improvement in the conditions under which we are carrying on the fight: and the time has arrived when it becomes possible—for the first time—without danger of giving away information that might enlighten and encourage the enemy to refer to what our troops have done in one quarter of the small portion of the whole battle line which they have been holding, and to explain broadly why the stand made by them during the month after October 20th, 1914, forms one of the most glorious chapters in our military history. Special attention is drawn to this quarter of our front because it was that most highly tried.

CONFUSED FIGHTING.

As the struggle swayed backwards and forwards through wood and hamlet the fighting assumed a most confused and desperate character. Units became inextricably mixed, and in many cases, in order to strengthen some threatened point or fill a gap in the line, officers had to collect and throw into the fight what men they could, regardless of the units to which they belonged. In one trench a subaltern was perhaps in charge of a detachment composed of Scotch, Irish, and English regiments. Here, a brigadier commanded a few companies. There, another has been in control of a division. One officer of that rank at one time had 13 battalions under his command which were much below strength owing to casualties and the disintegration inseparable from hand-to-hand fighting. The duty of the French, Belgians, and British in the Western theatre of operations has been to act as a containing force, in other words, to hold on to and to keep occupied as many of the enemy as possible whilst the Russians were attacking in the East. In this we have succeeded in playing our part, and by our resistance have contributed materially towards the success of the campaign.

Moreover, our losses have not impaired our fighting efficiency. The troops have required only a slight respite in order to be able to continue the action with as much determination as ever. They are physically fit and well fed, and have suffered merely from the fatigue inseparable from a protracted struggle such as they have been through. The severest handling by the enemy has never had more than a temporary effect on their spirits, which have soon recovered owing to the years of discipline and training to which officers and men have been accustomed.

The value of such preparation is as noticeable on the side of the enemy as on our own. The phenomenal losses suffered by the German new formations have been remarked, and they were in part due to their lack of training. Moreover, though at the first onset these formations advanced to the attack as bravely as their active corps, they have not by any means shown the same recuperative power. The XXVIIth Corps, for instance, which is a new formation composed principally of men with only from seven to 12 weeks' training, has not yet recovered from its first encounter with British infantry round Becelaere, to the north-east of Ypres, a month ago. On the other hand, the Guard Corps, in spite of having suffered severely in Belgium, of having been thrown headlong across the Oise at Guise, and of having lost large numbers on the plains of Champagne and on the banks of the Aisne, advanced against Ypres on November 11th as bravely as they did on August 20th.

The fact that the situation has now been relieved is no reason for assuming that the enemy has abandoned his intention to press through to the sea; and the same task lies before the British Army of maintaining its share in the struggle until the nation in arms shall come to our support. The price already paid has been, and will doubtless be, great, but it will be paid ungrudgingly in the certainty that help will come before long.

What the Army has done cannot be better expressed than in the concluding words of a Special Order recently issued by the Field-Marshal Commanding-in-Chief:

I have made many calls upon you, and the answers you have made to them have covered you, your regiments, and the Army to which you belong with honour and glory.

Your fighting qualities, courage, and endurance have been subjected to the most trying and severe tests, and you have proved yourselves worthy descendants of the British soldiers of the past who have built up the magnificent traditions of the regiments to which you belong.

You have not only maintained these traditions, but you have materially added to their lustre.

It is impossible for me to find words in which to express my appreciation of the splendid services you have performed.

THE COURAGE OF THE GERMANS.

The Germans are, indeed, no unworthy foes. In spite of the strain of conducting a gigantic struggle on two fronts, they continue to attack with a courage which appears to be but little abated by failure. In this quarter they have not succeeded in gaining the Straits of Dover; but the new army which they put into the field in the middle of October has enabled them to consolidate their position on this frontier, and to retain all but a very small portion of Belgium, including an important stretch of coast-line. Well as they have fought, however, it is doubtful if their achievements have been commensurate with their losses, which, as has been said, have recently been very largely due to the lack of training and comparative lack of discipline of the improvised units they have placed in the field.

This war is going to be one of exhaustion; and after the regular armies of the belligerents have done their work it will be upon the measures taken to prepare and utilize the raw material of the manhood of the countries concerned that final success will depend. This implies trained men—hundreds of thousands of trained and disciplined men.

GERMAN PEACE TERMS.

STATEMENT BY HERR DERNBURG.

EXTRAORDINARY CLAIMS.

NEW YORK, December 3rd.

Herr Dernburg, the Kaiser's financial agent in America, has formulated Germany's conditions of peace. As set forth in a special article in the *Independent* the conditions are:—

I.—Germany will not consider it wise to take any European territory, but will make minor corrections of frontiers for military purposes by occupying such frontier territory as has proven a weak spot in the German armour.

II.—Belgium belongs geographically to the German Empire. She commands the mouth of the biggest German stream; Antwerp is essentially a German port. That Antwerp should not belong to Germany is as much an anomaly as if New Orleans and the Mississippi delta had been excluded from Louisiana, or as if New York had remained English after the War of Independence. Moreover, Belgium's present plight was her own fault. She had become the vassal of England and France. Therefore, while "probably" no attempt would be made to place Belgium within the German Empire alongside Bavaria, Würtemberg, and Saxony, because of her non-German population, she will be incorporated in the German Customs Union after the Luxemburg pattern.

III.—Belgian neutrality, having been proved an impossibility, must be abolished. Therefore the harbours of Belgium must be secured for all time against British or French invasion.

IV.—Great Britain having bottled up the North Sea, a *mare liberum* must be established. England's theory that the sea is her boundary, and all the sea her territory down to the three-mile limit of other Powers cannot be tolerated. Consequently the Channel coasts of England, Holland, Belgium, and France must be neutralized even in time of war, and the American and German doctrine that private property on the high seas should enjoy the same freedom of seizure as private property does on land must be guaranted by all nations. This condition Herr Dernburg accompanies by an appeal to the United States duly to note that Britain is making commercial war upon Germany.

V.—All cables must be neutralized.

VI.—All Germany's Colonies are to be returned. Germany, in view of her growing population, must get extra territory capable of population by whites. The Monroe Doctrine bars her from America, therefore she must take Morocco, "if it is really fit for the purpose."

VII.—A free hand must be given to Germany in the development of her commercial and industrial relations with Turkey "without outside interference." This would mean a recognized sphere of German influence from the Persian Gulf to the Dardanelles.

VIII.—There must be no further development of Japanese influence in Manchuria.

IX.—All small nations, such as Finland, Poland, and the Boers in South Africa, if they support Germany, must have the right to frame their own destinies, while Egypt is to be returned, if she desires it, to Turkey.

These conditions, Herr Dernburg concludes, would "fulfil the peaceful aims which Germany has had for the last 44 years." They show, in his opinion, that Germany has no wish for world dominion or for any predominance in Europe incommensurate with the rights of the 122 millions Germans and Austrians.

SPEECH BY GERMAN CHANCELLOR.

RESPONSIBILITY FOR THE WAR.

AMSTERDAM, December 2nd.

The following is a continuation of the speech delivered by the Imperial Chancellor, Herr von Bethmann Hollweg, in the Reichstag to-day.

The Cabinet of London allowed this monstrous world-wide war to come about hoping, with the help of the Entente, to destroy the vitality of England's greatest European competitor on the markets of the world. Therefore, England and Russia have before God and men the responsibility for the catastrophe which has fallen upon Europe. Belgian neutrality, which England pretended to defend, was nothing but a disguise. On the evening of August 2nd we informed Brussels that we were obliged in the interests of self-defence and in consequence of the war plans of France, which were known to us, to march through Belgium, but already on the afternoon of the same day, August 2nd, before anything of our *démarche* in Brussels could have been known in London, the British Government promised France unconditional assistance in case the German fleet should attack the French coast. Nothing was said about Belgian neutrality.

How can England maintain that she drew the sword because we violated Belgian neutrality? How could the British statesmen whose past is well known speak at all of Belgian neutrality? When on August 4th I spoke of the wrong which we were committing with our march into Belgium, it was not yet established whether the Belgian Government at the last hour would not desire to spare the country and retire under protest to Antwerp. For military reasons the possibility of such a development on August 4th must be left blank in all circumstances.

"GUILT" OF BELGIAN GOVERNMENT.

As to the guilt of the Belgian Government, many indications were already known at that time, but there were no positive and written proofs. Now, however, that it is demonstrated by documents found in Brussels, how the Belgians surrendered their neutrality to England, the entire world knows two facts. One is that when our troops, on the night of August 3rd to August 4th, entered Belgian territory, they were on the ground of a State which had given up its neutrality long ago. The other is: not for the sake of the neutrality of Belgium which she had herself undermined did England declare war on us, but because she believed that she would be able to master us with the help of two great Continental Powers.

Since August 2nd, since her promise to assist France, England was no longer neutral and was actually at war with us, and the argument that the declaration of war was a sequel to the violation of Belgian neutrality is nothing but a piece of play-acting performed to mystify the English people and neutral States. Now that the Anglo-Belgian war plans are unveiled in their smallest details, the policy of British statesmen is branded before the tribunal of history for all times.

But British diplomacy went further. At England's request Japan snatches away heroic Kiaochau and violates the neutrality of China. Has England interfered in this violation of neutrality? Has England shown a care for neutral States in this case? When, five years ago, I was called to office, the Triple Alliance was opposed by a firmly united entente, England's work was designed to serve the known principle of the balance of power, which means in plain German that the principle, followed for centuries by British policy and directed against the strongest Continental Power, should find its strongest tool in the Triple Entente. This proves from the beginning the aggressive character of the Entente towards the plainly defensive tendencies of the Triple Alliance.

This was the germ of the forcible explosion. German policy was obliged to try to avert the danger of war by an understanding with the individual Powers of the Entente. At the same time she was obliged to strengthen her defensive forces so that she should be prepared if war should come all the same. We did both. In France we always encountered ideas of *revanche* fed by ambitious politicians. With Russia some agreements were concluded, but Russia's firm alliance with France, her antagonism to us and our ally Austria-Hungary, her Panslavistic desire for power, her artificial hatred for Germany made it impossible to conclude an agreement which, in the case of a political crisis, would exclude the danger of war.

BRITISH INSULAR INTELLECT.

England was comparatively free. Here the best attempt at an understanding could be made which would have effectively guaranteed the peace of the world. I acted accordingly. The way was narrow, which I knew well. For decades the British insular intellect has been evolving the political principle, the dogma that the arbitrament of the world is due to England, which she can only maintain by undisputed supremacy on sea and the much-quoted balance of power on the Continent.

I never hoped to break the old English principle by persuasion. What I believed possible was that the growing power of Germany and the growing danger of war could compel England to perceive that this old principle was untenable and unpractical, and that a peaceable arrangement with Germany was preferable, but that dogma always paralysed the possibility of an understanding. After the crisis of 1911, public opinion forced British rulers to a *rapprochement* towards Germany. By wearisome work an understanding was finally attained in different disputed questions of economical interest which related to Africa and Asia Minor. This understanding should have diminished possible political friction if the free development of our strength were not impeded. Both peoples had sufficient space to measure their strength in peaceful competition. This was the principle always upheld by German policy. But while we were negotiating, England was always thinking of strengthening her relations with Russia and France. The decisive factor was that more binding military agreements for the case eventually of a Continental war were concluded outside the political sphere.

England negotiated, if possible, secretly. If anything leaked through of importance it was diminished in Press and Parliament. It could not be concealed from us. The whole situation was as follows:— "England was willing to come to an understanding with us in individual questions, but the first principle always was that Germany's free development of strength must be checked by the balance of power. We did not fail to warn the British Government. As recently as the beginning of July I notified the British Government that we know of the secret naval negotiations with Russia concerning the naval convention. I pointed out the serious danger which British policy meant for the peace of the world. A fortnight later what I predicted occurred. When war had broken out England dropped her disguise. She loudly announced that she would fight till Germany was conquered in an economical and military sense. We have only one answer—Germany cannot be destroyed. As her military strength has stood the test so has the financial strength of Germany."

Then the Chancellor once more made a solemn vow that Germany would hold out till a guarantee was secured that nobody would dare to disturb Germany's peace. —*Reuter.*

"IF CIVILIAN ENGLAND DEFENDS ITSELF."

RUTHLESS REPRISALS THREATENED.

Mediæval warriors of a certain period are said to have imagined they could vanquish the boldest of foes by making terrifying grimaces. These are the tactics to which the Germans seem to be resorting at the moment, with a view to setting British knees to quaking. Statements recently published to the effect that the Kaiser's Army, in case it reaches England, will visit on civilians the same ruthless treatment inflicted on Belgian civilians who dared to resist the invader, are now officially confirmed. The following remarkable *communiqué* is published in the *Cologne Gazette* of November 27th:—

"Mr. Wedgwood asked the English Government in the House of Commons on November 23rd to make plain to the people of the country what they should do in case of a German invasion. The Government answered that local committees had already been formed which had certain—of course, secret—instructions. The object of these precautions was to hurl the Germans back into the sea.

"Even if we note from such utterances, with a certain satisfaction, that the English cousins have begun to grow anxious about their comprehensive plan for falling upon Germany, and that they are now, like every intriguing plotter, beginning to worry over their own fate, we wish were in advance to nail down the illegal practices to which the English monopolists of civilisation propose to resort—practices which violate every tenet of civilisation.

"We wish to say at this early date that the procedure planned in England violates international law in the grossest fashion and *must entail the gravest consequences to the English civilian population.* It is raving madness, because of its utter fruitlessness, to lead simple masses of the people into battle against well-trained, well-armed, and energetically led troops of whom *every single man is inspired with the determination to wreak revenge on England for its treachery.* If that occurs to which responsible and irresponsible people in England are now inciting the nation, *the English will get to feel the iron fist of martial law,* and they will be sickened of their excesses just as their Belgian Allies were. Our troops know now at least what they have to do when landing in England, and they will act accordingly.

"If the susceptible and fanatical chorus of English culture-bearers and defenders of the law later have the audacity to heap the usual abuse on Germany, then we shall remind them of the sitting of the House of Commons on November 23rd in which a crime against the English civilian population was directly instigated. The illegality of England's proposed action is beyond all question, judged not only by The Hague Convention, but also—though England does not subscribe to this—by international law as it was recognised before The Hague conferences." [What was said in the House of Commons is printed below.]

IN CASE OF INVASION.

Mr. Wedgwood in the House of Commons on November 23rd asked the Government to give a clear indication to the people of the country that if the Germans land they are not expected to hand in their weapons to the newest parish council office; that they are not expected to be only polite and civil to the conquering Germans; that they are expected to shoot behind hedges and doors; and that they are not to be considered a disgrace to civilisation and society if they defend in every way possible or impossible their hearths and their womenkind from the invader.

Mr. Tennant, Under-Secretary for War, in reply, said: Mr. Wedgwood has the root of the matter in him. In his speech he showed the proper spirit. As regards his question as to what the civil population should do in the event of invasion, I must say this on behalf of the War Office: that it is our first duty—and we have a Navy for the purpose—to prevent it. In the event of an invasion taking place our duty would be to drive the invaders into the sea as fast as we can, and I hope we shall be enabled to do so. But in respect to the action of the civil population in the event of anything of the kind occurring, I would refer him to the answer given by the Home Secretary, who said: "The Secretary for Scotland and I, acting on behalf of the Government, have been in communication on this matter with the Lords Lieutenant of certain counties in Scotland and England. The Lords Lieutenant have formed, or are now forming, emergency committees in all districts which could be regarded as exposed to possible raids. For the present, however, it is considered undesirable to make public the instructions which have been or will be issued."

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SHIPPING

ARRIVALS.

CHOYSANG, British str., 1,424, M. Courtney, 11th January—Swatow 10th January, General.—Jardine, Matheson & Co.

HUE, French str., 709, A. Cornelinsen, 10th January—K. O. Wan 9th January, General.—A. R. Marty.

TSUSHIMA MARU, Japanese str., 4,314, E. Combes, 10th January—Singapore 4th January, General. — Nippon Yusen Kaisha.

SOSHIN MARU, Japanese str., 920, R. Minakawa, 11th January—Dairen, Ground Nuts.—Order.

YOYO MARU, Japanese str., 3,135, Hayakawa, 11th January—Dairen, Coal.—Mitsui Bussan Kaisha.

SHIPPING REPORT.

The British str. *Choysang* reports: Thick fog from Swatow to Hongkong.

LATEST STEAMER MOVEMENTS.

The Ben Line str. *Bendoran*, from Middlesbro' and London, left Singapore for this port on the 10th January, and may be expected to arrive here on or about 16th January.

The P.M. str. *Manchuria* arrived at Manila on the 8th January, p.m., and sailed from that port for Hongkong on the 11th January, p.m., making her due to reach Hongkong on the 13th January, a.m.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The str. *Unita* left Calcutta on the 8th January, and may be expected here on or about the 29th January.

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Captain S. Barcham, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 16th January, 1915, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KAISER-I-HIND," due in London on the 20th February, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For farther particulars, apply to

E. A. HEWETT,
Superintendent.

Hong kong, 4th January, 1915. [1

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

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FROM MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 4th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
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Hongkong, 7th January, 1915. [143

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A TABLE OF THE

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To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	SECTS	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	ARCADIA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & SINGAPORE VIA PENANG, COLOMBO, &c	NANKIN	Brit. str.	—	G. Manley	P. & O. S. N. Co.	On 24th inst., at 10 A.M.
LONDON	RADNORSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 21st inst.
MARSEILLES, LONDON & VIA SINGAPORE, &c	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	To-morrow, at 10 A.M.
MARSEILLES VIA PORTS	DUNBAR	Fren. str.	—	Dorso	MESSAGERIES MARITIMES	On 23rd inst., at 1 P.M.
VICTORIA B.C., & SEATTLE VIA SHANGHAI, &c	TAMBA MARU	Jap. str.	—	Nagasago	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &c	GLENGYLE	Brit. str.	—		JARDINE, MATHESON & Co., LD.	On 16th inst.
VICTORIA, B.C., & TACOMA VIA KOBE, NG & JAPAN	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 23th inst., at 3 P.M.
VICTORIA, B.C., & TACOMA VIA KOBE, NG & JAPAN	PANAMA MARU	Jap. str.	—	J. Kanao	OSAKA SHOSEN KAISHA	On 19th Feb., at 3 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c	CHINA	Am. str.	—		PACIFIC MAIL S.S. Co.,	To-day, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	MANCHURIA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co	On 19th inst., at 1 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c	TENYO MARU	Jap. str.	—	E. Bent	TOYO KISEN KAISHA	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	—	F. C. Gambrill	BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
AUSTRALIAN PORTS	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 14th Feb., at 11 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 29th inst.
JAPAN	TYBODAS	Brit. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
KOBE & YOKOHAMA	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at 11 A.M.
NAGASAKI & KOBE	TSUSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	To-day
NAGASAKI, KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SHANGHAI	KANCHOW	Brit. str.	1 m.	E. H. Laver	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	CHIPSHING	Brit. str.	—	Schenk	JARDINE, MATHESON & Co., LD.	To-morrow, at Noon.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Finderson	JARDINE, MATHESON & Co., LD.	On 14th inst., at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SHANGHAI	CHENAN	Brit. str.	1 m.	Lloyd Jones	BUTTERFIELD & SWIRE	On 17th inst., at D'light.
SHANGHAI	NUBIA	Brit. str.	—	A. B. Garwood, R.N.R.,	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	KWONGSANG	Brit str.	—	W. F. Bichard	JARDINE, MATHESON & Co., LD.	On 19th inst., at D'light.
SHANGHAI	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	ORISSA	Brit. str.	—	Refuen, R.N.R.	DAVID SASSOON & Co., LD.	On 19th inst.
SHANGHAI, VLADIVOSTOCK, KOBE & MOJI	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 20th Feb.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TJIKEMBANG	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	On 20th inst., at 8 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 17th inst., at 10 A.M.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	To-day, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	To-morrow, at 1 P.M.
SWATOW	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	On 15th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 19th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	CHINHUA	Brit. str.	1 m.	E. Findlayson	BUTTERFIELD & SWIRE	To-day, at Noon.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LD.	On 16th inst., at 3 P.M.
MANILA	TAMING	Brit. str.	1 m.	Pennefather	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	Tough	JARDINE, MATHESON & Co., LD.	On 23rd inst., at 3 P.M.
MANILA	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LIJN	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	IYO MARU	Jap. str.	—	Okamoto	NIPPON YUSEN KAISHA	On 16th inst.
BOMBAY VIA SINGAPORE & COLOMBO	MALAY MARU	Jap. str.	—	K. Sukawa	OSAKA SHOSEN KAISHA	On 21st inst., A.M.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	End February.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	CHUNSANG	Brit str.	—	C. J. Mattock	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon.
SINGAPORE & SOURABAYA	SANUKI MARU	Jap str.	—	Date	NIPPON YUSEN KAISHA	On 15th inst.
SINGAPORE, PENANG, RANGOON & CALCUTTA	HOPSANG	Brit. str.	—	Robertson	JARDINE, MATHESON & Co., LD.	On 20th inst., at 2 P.M.
SINGAPORE & PENANG	HINSANG	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., LD.	On 15th inst., at Noon.
SANDAKAN	HOIHOW	Brit. str.	1 m.	McCullock	BUTTERFIELD & SWIRE	On 14th inst., at 10 AM.
HOIHOW & HAIPHONG	TAKSANG	Brit. str.	—	W. McClure	JARDINE, MATHESON & Co., LD.	On 20th inst., at 8 A.M.
HAIPHONG						

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
† SHANGHAI	"CHIPSHING"	Wed'day, 13th Jan., Noon.
† SHANGHAI	"CHOYSANG"	Thursday, 14th Jan., Noon.
SINGAPORE & SOURABAYA	"CHUNSANG"	Friday, 15th Jan. Noon.
‡ SANDAKAN	"HINSANG"	Friday, 15th Jan., Noon.
* MANILA	"LOONGSANG"	Saturday, 16th Jan., 3 P.M.
† SHANGHAI	"KWONGSANG"	Tuesday, 19th Jan., D'light.
HAIPHONG	"TAKSANG"	Wed'day, 20th Jan., 8 A.M.
SINGAPORE & PENANG	"HOPSANG"	Wed'day, 20th Jan., 2 P.M.
* MANILA	"YUENSANG"	Monday, 25rd Jan., 3 P.M.

RETURN TOURS TO JAPAN

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days. This service is supplemented by the "YATSHING," "KUTSANG" and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning same direct to Hongkong. Time occupied 6 days.

These vesse have all modern improvements and are fitted throughout with Electric Light.

A only qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Tanjong Oboloo, Tuaran, Daing, Weisel, Nabawang, Usukan Usselton and Labuan.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan Usselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong 12th January 1915 GENERAL MANAGERS. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,

Telephone No. 215 AGENTS

Hongkong, 16th April, 1914 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"RADNORSHIRE"	On 21st Jan.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND "GLENGYLE" On 16th Jan

For Freight and Further Particulars, apply to Telephone No. 2 5 Sub Ex. 4.

JARDINE, MATHESON & Co., LTD.,

Hongkong, 14th December, 1914. AGENTS 24

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila)	Sailing	TUESDAY,	12th Jan., at Noon.
MANCHURIA ...	"	TUESDAY,	19th Jan., at 1 P.M.
MONGOLIA	"	WED'DAY,	17th Feb., at 1 P.M.
PERSIA (via Manila)	"	TUESDAY,	2nd Mar., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141. [18

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	Connecting with	FROM COLOMBO:
29th Jan.	"KATHIAWAR"	17th Feb.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" End Feb.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

21

SHIPPING IN PORT

STEAMERS.

CEYLON MARU, Japanese str., 3,140, M. Shinoke, 10th January — Singapore 2nd January, General. — Nippon Yusen Kaisha.

CHINGCHOW, British str., 1,052, J. Doyle, 7th January—Kwang Yen 4th January, Cement Stone.—Shewan, Tomes & Co.

CHILDAR, Norwegian str., 1,102, Niels Hjorth, 7th January—Bangkok and Swatow 6th January, Rice.—Thoresen & Co.

CHINA, American str., 3,186, H. Thompson, 5th January — San Francisco 5th December, General.—Pacific Mail S.S. Co.

CHINHUA, British str., 1,351, Finlayson, 8th January—Manila 5th January, General.—Butterfield & Swire.

CHOSEN MARU, Japanese str., 1,952, Nemoto, 6th January—Moji 31st December, Coal. — Osaka Shosen Kaisha.

CHUNSANG, British str., 1,717, C. J. Mattock, 5th January—Sandakan 30th December, General.—Jardine, Matheson & Co.

DAINICHI MARU, Japanese str., 1,923, Sudzuki, 5th January—Moji 29th January, Coal.—Mitsu Bishi Goshi Kwaisha.

DEVAWONGSE, British str., 1,057, Shearer, 9th January—Hoihow 8th January, General. Carmichael & Clarke.

EIGER, Norwegian str., 875, E. Fingalsen, 9th January—Dalny 3rd January, Bean and Bean Oil.—Chinese.

FEICHING, Chinese str., 979, A. Bains, 5th January—Shanghai 1st January, General.—Chinese.

HAIMUN, British str., 641, J. W. Stewart, 9th January—Swatow 8th January, General.—Douglas Lapraik & Co.

HAIYANG, British str., 1,363, A. E. Hodgin, 10th January—Swatow 9th January, General.—Douglas Lapraik & Co.

HAKUTO MARU, Japanese str., 2,120, Marita, 7th January—Sourabaya 29th December, General.—Dodwell & Co.

HANOI, French str., 739, Chevalier, 9th January—Pakhoi 7th January, Rice. —A. R. Marty.

HENOA MARU, Japanese str., 1,953, Toyama, 4th January—Miike 29th December, Coal.—Mitsui Bussan Kaisha.

HIKOSAN MARU, Japanese str., 2,275, S. Suzuki, 5th January—Miike 30th December, Coal. — Mitsui Bussan Kaisha.

HINSANG, British str., 2,929, Kennedy, 8th January — Sandakan 3rd January, Logs.—Jardine, Matheson & Co.

JADE, French str., 386, J. Pannier, 9th January—Haiphong 6th January, Rice.—Order.

KAIJO MARU, Japanese str. Y. Yamamoto, 9th January—Swatow 8th January, General.—Osaka Shosen Kaisha.

KANCHOW, British str., 1,222, J. Gibbs, 8th January—Shanghai 5th January, General.—Butterfield & Swire.

KOMAGATA MARU, Japanese str., 1,919, T. Yamamoto, 5th January—Hongay 2nd January, Coal.—Dodwell & Co.

KWANGSE, British str., 1,302, Jones, 7th January—Amoy 5th January, Ballast. —Butterfield & Swire.

KWANGTAH, Chinese str., 1,538, E. Stewart, 9th January—Shanghai 6th January, General.—Chinese.

LUCHOW, British str., 1,221, Meathrel, 10th January — Shanghai 7th January, General.—Butterfield & Swire.

MIYO MARU, Japanese str., 920, H. Tachibana, 4th January—Dairen 28th December, Beans.—Osaka Shosen Kaisha.

NATICA, British str., 3,959, Brainston, 7th January—Shanghai 3rd January, Nil. —Asiatic Petroleum Co.

NICHIYO MARU, Japanese str., 3,386, T. Sono, 5th January—Saigon 29th December, Rice and Flour.—Mitsui Bussan Kaisha.

PHEUMPENH, British str., 1,016, Bird, 5th January—Saigon 30th December, Rice. —Chinese.

RYNSHO MARU, Japanese str., 1,595, Shimonokawa, 10th January—Dairen 3rd January, Coal.—Mitsui Bussan Kaisha.

SABINE RICKMERS, Dutch str., 573, J. Schmerman, 4th January—Swatow 3rd January, Ballast.—Asiatic Petroleum & Co.

SELUN, Norwegian str., 865, Hovbrender, 9th January—Bangkok 31st December, Rice.—Thoresen & Co.

TAIYO MARU, Japanese str., 1,953, Fumoto. 6th January—Moji. 30th December, Coal.—Mitsui Bussan Kaisah.

TAMBA MARU, Japanese str., 6,133, S. Nagasue, 3rd January — Shanghai 31st December, General. — Nippon Yusen Kaisha.

TENMAI MARU, Japanese str., 1,954, Tamura, 7th January—Moji 1st January, Coal.—Mitsui Bussan Kaisha.

TJILEMBANG, Dutch str., 1,337, N. V. Wych, Juriassanse, 1st January—Java 25th December, General. — Java-China-Japan Lijn.

ZAFIRO, American str., 1,449, Ventorini, 8th January—Saigon 4th January, Rice.—Shewan, Tomes & Co.

VISITORS TO CANTON
Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER,"

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE $1.75

On Sale at:—

Hongkong: "DAILY PRESS" Office.
" Messrs. KELLY & WALSH, LTD.
" Messrs. BREWER & Co.
Canton: Messrs. A. S. WATSON & Co.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS OF CALL	*ARCADIA* Capt. S. Barcham	Noon, 16th Jan.	*See Special Advertisement.*
SHANGHAI	NUBIA Capt. A. B. Garwood, R.N.R.	About 17th Jan	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NANKIN Capt. G. Manley	10 A.M. 20th Jan.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR Capt. A. Collyer	About 20th Feb.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th January, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"CHINHUA"	On 12th Jan., Noon.
SHANGHAI	"KANCHOW"	On 12th Jan., 4 P.M.
HOIHOW and HAIPHONG	"HOIHOW"	On 14th Jan., 10 A.M.
SHANGHAI	"LUCHOW"	On 14th Jan., 4 P.M.
SHANGHAI	"CHENAN"	On 17th Jan., D'light.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Jan., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 12th January, 1915 TELEPHONE 36. AGENTS. [4

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM ST. ALBANS	On 25th Jan.,	On 14th Feb., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
23 AGENTS

BRITISH INDIA S. N. CO., LTD.
APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "ORISSA" 5,435 tons, Capt. Refuen, R.N.R., will be despatched for SHANGHAI, VLADIVOSTOCK, KOBE and MOJI on 19th January.

S.S. "UMTA," 5,422 tons, Captain, Babb will be despatched for SHANGHAI, KOBE and MOJI on 4th February.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 11th January, 1915. AGENTS 29

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" ...	Capt. A. E. Hodgins ...	TUESDAY, 12th Jan., at P.M.
"HAITAN" ...	Capt. J. W. Evans ...	FRIDAY, 15th Jan., at 1 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	TUESDAY, 19th Jan., at 1 P.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 13th Jan., at 1 P.M. SUNDAY, 17th Jan., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 12th January, 1915. [3

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI. MANILA. THE INLAND SEA. JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots ...	TUES., 26th Jan.
* NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 2nd Feb.
SHINYO MARU	22,000—21 knots ...	TUES., 23rd Feb.
CHIYO MARU	22,000—21 knots ...	TUES., 23rd Mar.

* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10.... RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.
TELEPHONE 291. [113

MESSAGERIES MARITIMES.
FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA	MAGELLAN ...	On or about 19th Jan

HOMEWARD

MARSEILLES VIA PORTS	DUMBEA	On 23rd Jan., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA (every four weeks), also at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

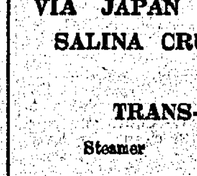
Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
21 QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"TACOMA MARU" ...	T. Hamada ...	THURSDAY, 28th Jan., at 3 P.M.
"PANAMA MARU" ...	J. Kanao ...	WED'DAY, 19th Feb., at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"MALAY MARU"	K. Sutawa ...	THURSDAY, 21st Jan., A.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY

Steamer	Captain	Leaving
"DAIGI MARU" ...	S. Tokushige ...	SUNDAY, 17th Jan., at 10 A.M.
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 24th Jan., at 10 A.M.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	K. Hattori ...	WED'DAY, 20th Jan., at 8 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
114 Second Floor, No. 1, Queen's Building

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later
p.m. Thurs.			Noon.		Friday	Thursday
Jan. 4	ARCADIA ...	Jan. 13	Jan. 16	MALOJA	Feb. 13	Feb. 19
Jan. 18	NUBIA	Jan. 25	Jan. 1	MOOLTAN ...	Feb. 27	Mar. 5
——	ORIENTAL ...	Feb. 8	Feb. 11	MOLDAVIA ...	Mar. 13	Mar. 19
——	MALTA	Feb. 22	Feb. 25	EGYPT	Mar. 27	Apr. 2
Mar. 1	SARDINIA ...	Mar. 8	Mar. 12	MEDINA	Apr. 10	Apr. 16
——	NUBIA	Mar. 22	Mar. 25	MONGOLIA ...	Apr. 24	Apr. 30
Mar. 29	ORIENTAL ...	Apr. 5	Apr. 9	MALWA	May 8	May. 14
Apr. 12	MALTA ...	Apr. 20	Apr. 24	MOREA	May 22	May. 28
——	SARDINIA ...	May. 3	May. 7	MALOJA	June 5	June 11

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.

Passengers change Steamers at COLOMBO.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON			
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.	
	"B"		"	£59	"	£89.	
2nd Saloon	"A"	"	"	£44.	"	£66.	
	"B"	"	"	£40.	"	£60.	
				MARSEILLES			
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.	
	"B"	"	"	£55.	"	£83.	
2nd Saloon	"A"	"	"	£42.	"	£63.	
	"B"	"	"	£38.	"	£57.	

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SHILLES	Due at LONDON
	about	about	about	about	about	about
NANKIN	Jan. 4	Jan. 15	Jan. 20	Jan. 26	Feb. 22	Mar. 3
NILE	Jan. 19	Jan. 29	Feb. 3	Feb. 9	Mar. 8	Mar. 17
NAMUR	Mar. 2	Mar. 12	Mar. 17	Mar. 23	Apr. 20	Apr. 29
NORE	Mar. 29	Apr. 9	Apr. 14	Apr. 20	May 18	May 27
NELLORE	Apr. 12	Apr. 23	Apr. 28	May 4	June 1	June 10
NAGOYA	May 10	May 21	May 26	June 1	June 29	July 8

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
28 SUPERINTENDENT.

NIPPON YUSEN KAISHA



THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ HIRANO MARU Capt. Fraser,	16,000	WEDNESDAY, 13th Jan., at 10 A.M.
	§ KATORI MARU Capt. Kon,	19,000	THURSDAY, 28th Jan., at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA	TAMBA MARU Capt. Nagasago	12,500	TUESDAY, 12th Jan., at Noon.
	§ SHIDZUOKA MARU Capt. Deguchi,	12,500	TUESDAY, 26th Jan., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. R. Takeda,	9,600	FRIDAY, 15th Jan., at Noon.
	HITACHI MARU Capt. Soyeda,	13,500	WEDNESDAY, 10th Feb., at Noon
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	SANUKI MARU Capt. Date,	12,500	FRIDAY, 15th Jan.,
BOMBAY VIA SINGAPORE, and COLOMBO	IYO MARU Capt. Okamoto,	12,500	SATURDAY, 16th Jan.
NAGASAKI and KOBE	TSUSHIMA MARU Capt. ——	12,000	TUESDAY, 12th Jan.
SHANGHAI and KOBE			
NAGASAKI, KOBE and YOKOHAMA	HITACHI MARU Capt. Sato,	13,500	WEDNESDAY, 13th Jan., at Noon.
KOBE and YOKOHAMA ...	KASHIMA MARU Capt. Yagi,	20,000	WEDNESDAY 13th Jan., at 11 A.M.

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers.	Displacement.	Leave Hongkong.
KATORI MARU	20,000 Tons...	Thurs., 28th Jan.
KANO ,, ...	16,000 ,, ... ,,	11th Feb.
KASHIMA ,, ...	20,000 ,, ... ,,	25th Feb.
NISHIMA ,, ...	16,000 ,, ... ,,	11th Mar.
SUWA ,, ...	25,000 ,, ... ,,	25th Mar.
ATSUTA ,, ...	16,000 ,, ... ,,	8th Apr.
YASAKA ,, ...	25,000 ,, ... ,,	22nd Apr.
MIYASAKI ,, ...	16,000 ,, ... ,,	6th May.
KITANO ,, ...	16,000 ,, ... ,,	20th May.
FUSHIMI ,, ...	25,000 ,, ... ,,	3rd June.

FOR AMERICA.

SHIDZUOKA MARU	12,500 Tons...	Tues., 26th Jan.
SADO ,, ...	12,500 ,, ... ,,	9th Feb.
YOKOHAMA ,, ...	12,500 ,, ... ,,	23rd Feb.
AWA ,, ...	12,500 ,, ... ,,	9th Mar.
SHIDZUOKA ,, ...	12,500 ,, ... ,,	23rd Mar.
TAMBA ,, ...	12,500 ,, ... ,,	6th Apr.
AKI ,, ...	12,500 ,, ... ,,	20th Apr.
SADO ,, ...	12,500 ,, ... ,,	4th May.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241 [5

POST OFFICE NOTICE.

Newspapers and Book Packets both ordinary and registered will now be accepted for Tsingtau.

The Parcel Mail is still in suspension.

FOR	PER	DATE
Haiphong	*Hanoi*	Tuesday, 13th, 10.00 A M
Philippine Islands	*Chinhua* ...	Tuesday, 12th, 10.00 A M
Shanghai, North China and Japan via Moji, Victoria, B.C., Seattle and United Kingdom via Canada (EUROPE via SIBERIA) [Tientsin-Pukow Service Shanghai Brit. P.O. Friday, 15th inst.]	*Tamba Maru*	Tuesday, 12th, Registration ... 9.30 A M; Letters ... 10.00 A M
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, CANADA via SAN FRANCISCO	*China* ...	Tuesday, 12th, Registration ... 10.30 A M; Letters 11.00 A M
Swatow, Amoy and Foochow	*Haiyang* ...	Tuesday, 12th, 1.00 P M
Shanghai, North China & Japan via Yokohama	*Tjikembang* ...	Tuesday, 12th, 3.00 P M
Takao	*Chosen Maru* ...	Tuesday, 12th, 3.00 P M
Shanghai and North China	*Kanchow* ..	Tuesday, 12th, 3.00 P M
Japan via Nagasaki	*Teushima Maru* ...	Tuesday, 12th, 4.00 P M
Saigon	*Mackinaw* ...	Tuesday, 12th, 4.00 P M
Straits, Colombo, Suez Port Said, Marseilles and United Kingdom	*Hirano Maru* ...	Wednesday, 13th, 9.00 A M
Japan via Nagasaki	*Hitachi Maru* ...	Wednesday, 13th, 11.00 A M
Swatow	*Haimun* ...	Wednesday, 13th, NOON
Hoihow and Haiphong	*Hoihow*	Thursday, 14th, 9.00 A M
Fort Bayard and Haiphong	*Hue*	Thursday, 14th, 11.00 A M
Macassar, Samarang and Sourabaya ...	*Tjikini*	Thursday, 14th, 3.00 P M
SHANGHAI and NORTH CHINA (EUROPE via SIBERIA) ... [Tientsin-Pukow Service Shanghai Brit. P.O. Monday, 19th inst.]	*Luchow* ..	Thursday, 14th, Registration ... 2.30 P M; Letters 3.00 P M
Straits and Sourabaya	*Chunsang*	Friday, 15th, 11.00 A M
Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*Changsha*	Thursday, 15th, 11.00 A M

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 8th June, 1914. [118

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000 at 2/- —$15,000,000
Silver... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman
S. H. Dodwell, Esq. | F. H. Holycak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai— A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balances.
On FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB, Chief Manager.

Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital£1,500,000
Subscribed ,, ... 1,125,000
Paid-up ,, ... 562,500
Reserve Fund 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. B. LINTON, Manager.

Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBAN
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund Fl. 7,765,500 (£647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [12

BANKS

THE BANK OF CHINA. GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital $60,000,000.
Paid-up Capital $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:
SHANGHAI: NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuanchang, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [117

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed Yen 10,000,000
Capital Paid-up ,, 8,750,000
Reserve Funds ,, 3,790,000

President: KAZUYOSHI YAGIU, Esq.
Vice-President: KOJURO NAKAGAWA, Esq.

DIRECTORS.
IYETOSHI SADA, Esq.
KYOROKU YAMANARI, Esq.
SHINGO MINAMI, Esq.

HEAD OFFICE:
TAIPEH, FORMOSA (TAIWAN).

BRANCHES AND AGENCIES.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kinkiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

LONDON BANKERS:—
PARR'S BANK,
YOKOHAMA SPECIE BANK.

Correspondents at Cheribon, Cheshun, Dairen, Fusan, Iloilo, Jolo, Macassar, Mukden, Moji, Nagasaki, Nagoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
3, DES VŒUX ROAD.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.

K. TSUDZUBABARA, Manager.

Hongkong, 7th January, 1915. [116

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

Bombay.	London.
Calcutta.	Manila.
Canton.	Panama.
Cebu.	Peking.
Colon.	San Francisco.
Hankow.	Shanghai.
Hongkong.	Singapore.
Kobe.	Yokohama.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager

9, Queen's Road,
Hongkong, 22nd October, 1914. [115

COMMERCIAL.

CLOSING QUOTATIONS.

January 11th.

ON LONDON:—
Telegraphic Transfer 1/9
Bank Bills, on demand.....1/9
Bank Bills, at 30 days' sight 1/9⅛
Bank Bills, at 4 months' sight ...1/9⅛
Credits, at 4 months' sight 1/9⅛
Documentary Bills 4 months' sight1/9⅛
ON PARIS:—
Bank Bills, on demand 220
Credits, at 4 months' sight 230½
ON GERMANY:—
On demand nom.
ON NEW YORK:—
Bank Bills, on demand 42⅞
Credits, at 60 days' sight nom.
ON BOMBAY:—
Telegraphic Transfer nom.
Bank, on demands 132⅜
ON CALCUTTA:—
Telegraphic Transfer.....nom.
Bank, on demand.....132⅜
ON SHANGHAI—
Bank, at sight 78
Private, 30 days' sight nom.
ON YOKOHAMA:—On demand.....86⅜
ON MANILA:—On demand—Pesos—85⅜
ON SINGAPORE:—On demand.....75⅛
ON BATAVIA:—On demand 106⅜
ON HAIPHONG:—On demand 5½% p.m.
ON SAIGON:—On demand 5 % p.m.
ON BANGKOK:—On demand 87½
SOVEREIGNS, Bank's Buying Rate...$11.15
GOLD LEAF, 100 fine, per tael$56 90
BAR SILVER, per oz. 22 1/16

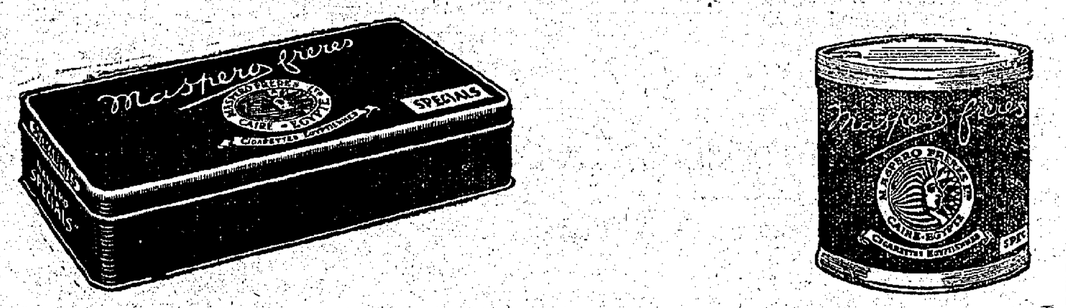
SUBSIDIARY COINS.

	per cent.
Hongkong ..20 cents pieces...	$18.50 discount.
Hongkong...10 ,, ...	$18.90 ,,

THE EGYPTIAN CIGARETTE DE LUXE.

Maspero frères

"SPECIALS"



$1.50 for a tin of 50 Cigarettes. [17

SHARE LIST.—QUOTATIONS.

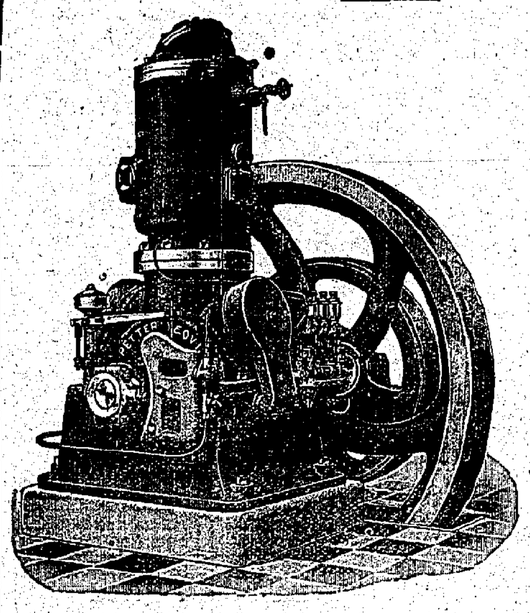
HONGKONG, 11TH JANUARY, 1915.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$775,sal.&buy. L'don £71.	
China Borneo Company, Limited	60,000	$12	all	$11, buyers	
China Light and Power Company, Ld. ...	50,000	$5	all	$4, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$7.80, buyers	
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 125, buyers	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$6¼, sellers	
Dairy Farm Company, Limited	40,000	$7½	all	$35, sellers	
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$73, sellers	
H'kong. and Whampoa Dock Co., Ld. ...	50,000	$50	all	$58, sellers	
New Amoy Dock Co., Limited... ...	10,000	$62½	all		
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 50	
S'hai. and Hongkew Wharf Co. Ld...	36,000	Tls. 100	all	Tls. 81, buyer	
Green Island Cement Co., Limited... ..	400,000	$10	all	$5.30, buyers	
Hongkong Electric Co., Limited	60,000	$10	all	$37	
Hongkong Hotel Company Limited ...	20,000	$50	all	$123, buyers	
Hongkong Ice Company, Limited...	5,000	$25	all	$195	
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$25	
H'kong. & South China Steam Fishers. Co., Ld.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld. ...	15,000	$10	all	$10	
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5¼, sales	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$340, sellers	
China Fire Insurance Co., Limited ...	20,000	$100	$20	$150	
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$385, sal. & buy.	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 145	
Union Insurance Society, Limited ...	12,400	$250	$100	$780, buyers	
Yangtsze Insurance Association, Ld ..	12,000	$100	$50	$300	
LANDS AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$114, sellers	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7½	
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44	
Shanghai Land Investment Co., Ld. ..	78,000	Tls. 50	all	Tls.	
West Point Building Co., Limited ..	12,500	$50	all	$71	
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 35	
MINING.—					
Chinese Engineering and M. Co., Ld..	1,000,000	£1	all	36/ , sellers	
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$2.40, buyers	
Tronoh Mines, Limited	160,000	£1	all	25/6, buyers	
Peak Tramways Co., Limited ...	25,000	$10	all	$10	
	50,000	$10	$1	$0.80, buyers	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$30, buyers	
Luzon Sugar Refining Co., Limited	7,000	$100	all	$15, sellers	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$5¾, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$30	
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23, sellers	
Indo-China Steam Navigation Co., Ld.	60,000 pref. 60,000 def.	$5	all	$6¾, buyers	
Shell Transport & Trading Co., Ld.	2,500,000	£1	all	75/-, buyers	
Star Ferry Company, Limited	40,000	$10	all	$38½, sellers	
South China Morning Post, Limited	5,000	$25	all	$28	
Steam Laundry Company, Limited ..	20,000	$5	all	$4½, sellers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$6½, sellers	
Watson & Co., A. S., Limited ..	90,000	$10	all	$7, sellers	
Union Waterboat Co., Limited	50,000	$10	all	$18	

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1898	Tls. 787,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR
THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES
AND
KEROSINE ENGINES.

We carry large stocks of *Ship and Engine Stores*, Cotton Waste, Oil, Packing, &c.

Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches. [32

INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS DRAGON BRAND CEMENT

HIGH QUALITY BUILDING CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vœux Road Central, 1st Floor. Telephone 289. [100-1

CAFE AU LAIT

Coffee & Milk as served in France, but "made in England."

MILKMAID BRAND.

Best Coffee, luscious Dairy Milk, refined Sugar, all in correct proportions—and only hot water needed to make a perfect beverage that is

WARMING—INVIGORATING—SUSTAINING.

Now's a splendid time to try it.
NO EXTRA MILK.
NO EXTRA SUGAR.
NO TIME.
NO TROUBLE.
NO WASTE.
SERVANTS CANNOT SPOIL IT.

If there is any difficulty in procuring



please write to—
MILKMAID Depot, P. O. B. 351, Hongkong;
giving name and address, and enclosing 5 cents, and a trial tin enough for 3 cups will be sent free. Sold at all Stores, 45 cents per large tin. [40

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, 2nd November, 1914. [10

香港中外新聞

CHUNG NGOI SAN PO
(Chinese *Daily Press*),

PUBLISHED DAILY

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Established for over FIFTY YEARS

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